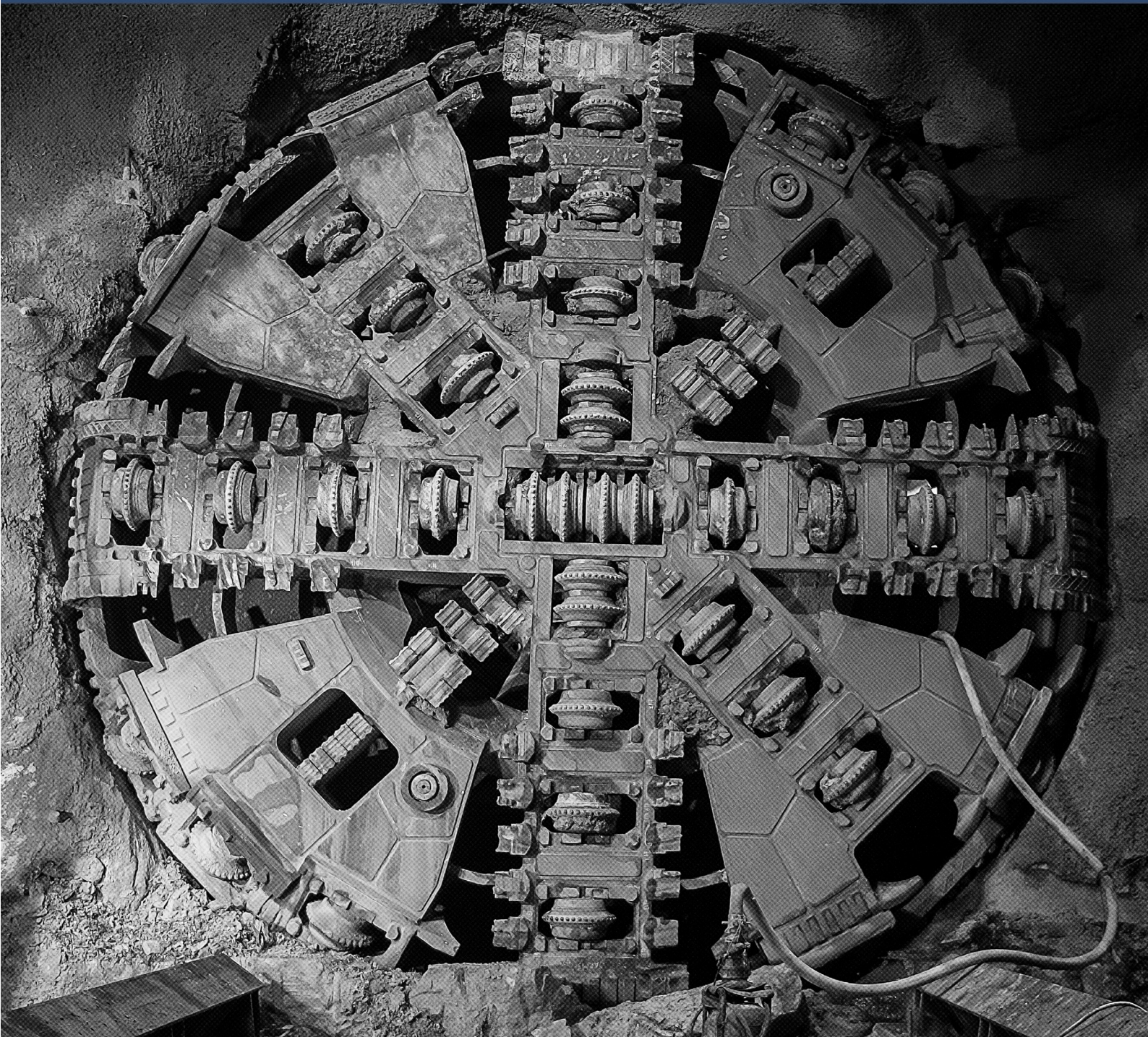


# Construction Traffic Management Plan

Pymont East – Stage 1 – Demolition

Rev 02





# Construction Traffic Management Plan

## Pymont East – Stage 1 – Demolition

|                 |                                      |
|-----------------|--------------------------------------|
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### Document approval

| Rev        | Date     | Prepared by | Reviewed by   | Comments                          | Approved by   |
|------------|----------|-------------|---|-----------------------------------|---|
| 00         | 24.02.23 | S.Chhoun    | K.Varga   | Submitted for review              | N.Bryant  |
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| Signature: |          |             |  |                                   |  |

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## Definitions

Table 1: Definitions and abbreviations

| Abbreviation | Definition   |
|--------------|--|
| CJP          | Customer Journey Planning                              |
| CoA          | Condition of Approvals                                 |
| CTMF         | Construction Traffic Management Framework              |
| CTMP         | Construction Traffic Management Plan                   |
| DPE          | Department of Planning and Environment                 |
| EIS          | Environmental Impact Assessment                        |
| EPA          | Environmental Protection Authority                     |
| ETP          | Eastern Tunnelling Package                             |
| JCG JV       | John Holland, CPB Contractors and Ghella Joint Venture |
| HRV          | Heavy Rigid Vehicle (12.5m in length)                  |
| LTC          | Local Traffic Committee                                |
| OSOM         | Oversize and / or Overmass                             |
| PMP          | Pedestrian Movement Plan                               |
| REMMs        | Revised Environmental Management Measures              |
| RMS          | (Former) Roads and Maritime Services                   |
| RTS          | Response to Submissions Report                         |
| SSI          | State Significant Infrastructure                       |
| TCaWS        | Traffic Control at Work Site                           |
| TCG          | Traffic Control Group                                  |
| TfNSW        | Transport for NSW                                      |
| TGS          | Traffic Guidance Scheme                                |
| TMC          | Transport Management Centre                            |
| TTLG         | Traffic and Transport Liaison Group                    |
| VMP          | Vehicle Movement Plan                                  |
| VMS          | Variable Message Sign                                  |

## Part A: Overview

### 1. Introduction

#### 1.1. Purpose

This Site Specific Construction Traffic Management Plan (this Plan) is applicable to the construction of the Sydney Metro West - Eastern Tunnelling Package (ETP Works or the Project). This plan describes provide site and task specific details and considers the traffic management initiatives that will be established to minimise disruption and ensure the safety of the wide range of stakeholders potentially affected by the works, including but not limited to, motorists, pedestrians, cyclists, public transport users, local residents, business owners and workers engaged in the Project. It provides details of how John Holland CPB Ghella Joint Venture (JCG JV) will identify, prevent and manage traffic impacts associated with the construction site specific construction scope detailed within the CTMP.

This plan has been prepared to address the requirements of the:

- State Significant Infrastructure (SSI) 19238057 Infrastructure Approval (dated 24 August 2022) and relevant conditions of the Sydney Metro West Concept Schedule 2 of SSI 10038 Infrastructure Approval (dated 11 March 2021) (Infrastructure Approvals)
- Sydney Metro West – Stage 2 – Phasing Report (Phasing Report)
- Sydney Metro Construction Environmental Management Framework (CEMF), Version 4.3
- Environmental Impact Statement (EIS) and the Submissions Report, including the Revised Environmental Mitigation Measures (REMMs)
- Contractual requirements including the ETP Deed and General and Particular Specifications
- Applicable legislation.

#### 1.2. Objectives Targets and Key Performance Indicators

The primary objectives and principles of this CTMP are:

Table 2 - Primary Objectives and Principles

| Objectives   | Targets   | Key Performance Indicators   |
|--|---|--|
| Minimising the impacts on traffic delays and road safety   | No traffic delays or road safety incidents attributed to the project                                  | Number of delays and road safety incidents attributed to the project   |
| Minimising disruption to private properties and local businesses   | No avoidable complaints associated with traffic disruption to private properties and local businesses | Number of avoidable complaints associated with traffic disruption to private properties and local businesses |
| Minimising impacts on existing pedestrian footpaths, cycleways, and nearby parking facilities.   | No impacts which would result in a delay of more than 5 mins  | Number of impacts resulting in a delay of more than 5 minutes  |
| Ensuring coordination between Sydney Metro West and Transport for NSW (TfNSW) through Traffic and Transport Liaison Group (TTLG) and Traffic Control Group (TCG) to manage any cumulative impacts with surrounding projects. | No unforeseen cumulative impacts with surrounding projects  | Number of unforeseen cumulative impacts  |

|  |  |  |
|--|--|--|
| Ensuring coordination between Sydney Metro West and Transport for NSW (TfNSW) through Traffic and Transport Liaison Group (TTLG) and Traffic Control Group (TCG) to manage any cumulative impacts with surrounding projects. | No unforeseen cumulative impacts with surrounding projects   | Number of unforeseen cumulative impacts  |
| Ensuring traffic impacts are within the scope permitted by TfNSW, Sydney Metro West and associated councils  | No traffic impacts outside the scope permitted by TfNSW, Sydney Metro and associated Councils  | Number of traffic impacts outside the scope permitted by TfNSW, Sydney Metro and associated Councils   |
| Meet the requirements of the Project brief, Project Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual   | Meet all requirements of the Project brief, Project Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual | No breaches of the requirements of the Project brief, Project Specifications, CoA, REMMs, and TfNSW Traffic Control at Work Sites (TCaWS) Manual |
| Ensure full compliance with relevant legislative requirements, CoA and revised environmental management measures (REMMs).  | Full compliance with relevant legislative requirements, CoA and revised environmental management measures (REMMs)                      | No breaches associated with the relevant legislative requirements, CoA and revised environmental management measures (REMMs)                     |
| Manage construction traffic and movements to and from construction support sites to ensure pedestrian, cyclist and motorist safety.  | No incidents or accidents associated with construction traffic movements   | Number of incidents or accidents associated with construction traffic movements  |
| Minimise disruptions on the road network within the vicinity of the construction support sites.  | Disruptions on the road network within the vicinity of the construction support sites kept as low as reasonably practical              | Number of disruptions on the road network within the vicinity of the construction support sites  |

### 1.3. Context and Interface with other plans

This site specifies CTMP should be read in conjunction with the overarching CTMP.

The purpose of the project's Overarching Construction Traffic Management Plan is to detail the overall traffic and transport management strategies proposed by JCG JV. The site specific CTMP (this plan) details the traffic management arrangements and initiatives specific to the site and the particular scope(s) of work detailed.

### 1.4. Consultation and Approval

Comments and inputs on the EIS received from the community, business owners and operators, local Councils, state government entities were considered in the preparation of this Plan. JCG JV will actively engage with relevant councils, TfNSW, Customer Journey Planning (CJP), Customer Journey Management (CJM), Sydney Buses, and Transdev (Sydney Light Rail operators) in developing and finalising this Plan. Any comments received from agencies and JCG JV's response to these comments will be provided in Appendix G.



Consultation of this CTMP will be undertaken in accordance with the requirements of the CTMF, including the TCG and the TTLG. Any comments received from agencies and JCG JV's response to these comments will be provided in Appendix D.

A copy of this CTMP will be submitted to the Planning Secretary for information before commencement of construction in the area identified and managed within the relevant CTMP.

No works detailed within this CTMP are expected to trigger approval through the Local Traffic Committee (LTC).

## 1.5. Sub-Plan Structure

Table 3: Plan structure

| Part                        | Details   |
|-----------------------------|---|
| Part A: Overview            | This section clearly defines: <ul style="list-style-type: none"> <li>▪ Project overview</li> <li>▪ Proposed work methodology</li> <li>▪ Assessment of traffic and transport impacts</li> <li>▪ Communication strategies</li> <li>▪ Proposed mitigation measures</li> </ul>              |
| Part B: Implementation Plan | This section outlines the key aspects for managing controls on this Project including: <ul style="list-style-type: none"> <li>▪ Expectations</li> <li>▪ How they will be met</li> <li>▪ Responsibilities</li> <li>▪ Associated deliverables</li> </ul>                                  |
| Part C: Annexure            | Further documents and information that support this Plan include: <ul style="list-style-type: none"> <li>▪ Swept path analysis</li> <li>▪ Traffic guidance scheme</li> <li>▪ Road safety audit report</li> <li>▪ Vehicle movement plan</li> <li>▪ Stakeholder communications</li> </ul> |

## 1.6. Construction Traffic Management Plan Staging

A single Construction Traffic Management Plan will be developed for Pyrmont West, the plan will be updated in stages to address the traffic strategy for the various construction packages. The stages, scope and target date for submission of the CTMP revision is detailed in table 3.

Table 4: Plan Staging

| CTMP Stage/ Revision                      | Scope  | Target Submission Date |
|---|--|------------------------|
| Stage 1 – Demolition                      | <ul style="list-style-type: none"> <li>• Demolition of a mid-rise commercial properties at the 37-69 Union St</li> </ul>   | Submitted              |
| Stage 2 – Site Establishment & Excavation | <ul style="list-style-type: none"> <li>• Establishment of construction driveways</li> <li>• Establishment of Class A hoardings</li> <li>• Erection of an acoustic shed</li> <li>• Excavation of the station shaft</li> <li>• Excavation of station adits and cavern</li> </ul> | May 23                 |

## 2. Project Overview

### 2.1. Background

Sydney Metro West is a new 24-kilometre metro line that will connect Greater Parramatta with the Sydney CBD via stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD).

The planning process for Sydney Metro West was assessed as a staged infrastructure application under section 5.20 of the *Environment Planning and Assessment Act 1979* (EP&A Act).

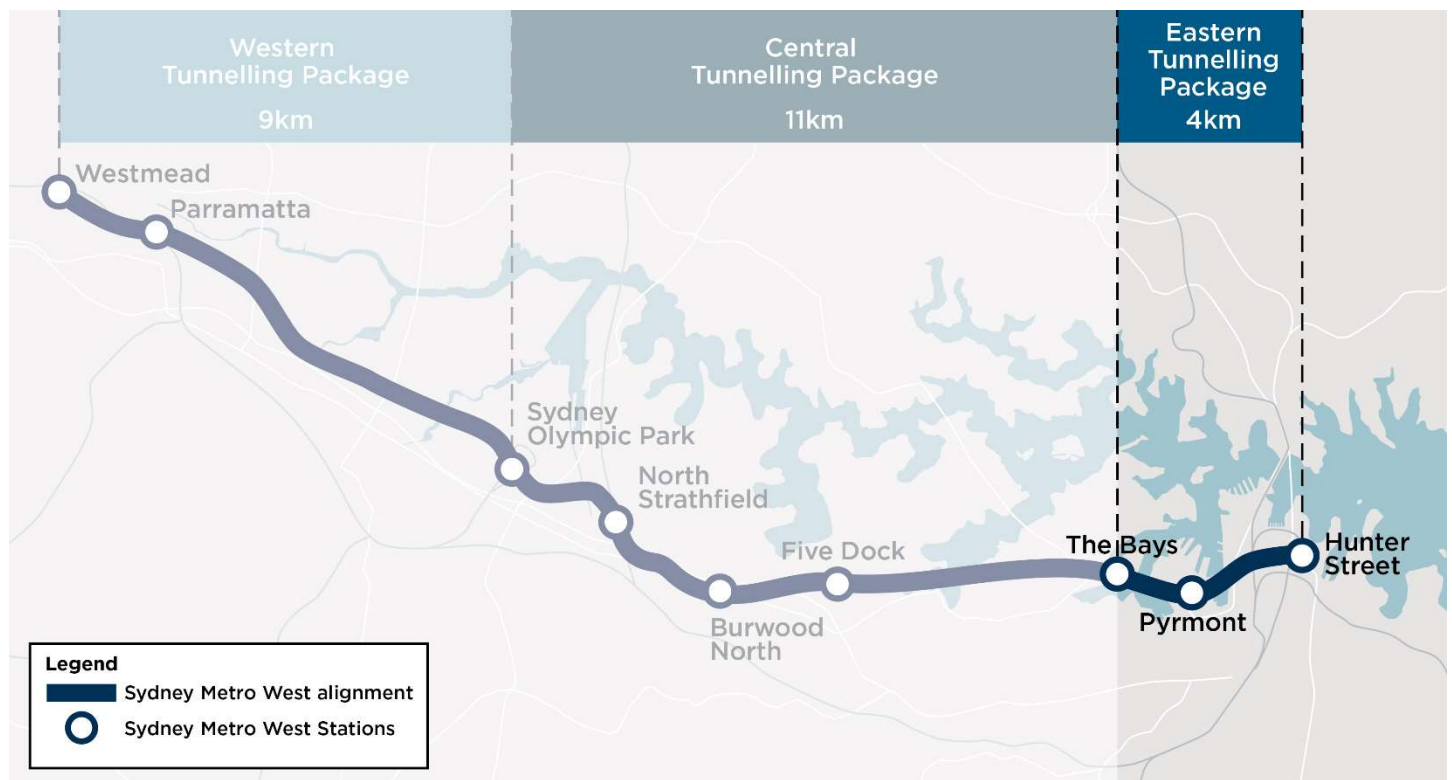
Stage 1 of the development, the Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (SSI-10038 Schedule 2), was approved on 11 March 2021 and includes:

- Construction of a new passenger rail infrastructure between Westmead and the central business district of Sydney, including:
  - Tunnels, stations (including surrounding areas) and associated rail facilities
  - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure, including stations and surrounding areas
- Ancillary development.

Stage 2 of the planning approval process, the ETP Works, includes all major civil construction work including station excavation (Pyrmont Station and Hunter Street Station (Sydney CBD) and tunnelling between The Bays and Sydney CBD (**Figure 1**).

It is noted that the existing Sydney Metro West precast facility at Eastern Creek will be utilised in the delivery.

Figure 1: Sydney Metro West alignment



### 2.2. Project Scope

The ETP Works (construction) involves the delivery of:

- Enabling works such as demolition, utility supply to construction sites, utility adjustments and modifications to the existing transport network
- Mined crossover cavern construction

- 4.2 km of TBM tunnel excavation, 650m of mined tunnels and 7 cross passage excavation, from The Bays to Sydney CBD
- Excavation for two new underground metro stations at Pyrmont and Hunter Street
- Construction of a turnback, crossover tunnels and caverns at the eastern end of the tunnel section
- A concrete segment facility for use during construction located at Eastern Creek (outside of the scope of this Sub-plan).

## 2.3. Project Phasing

Reflecting the outcomes of a detailed environmental risk assessment, the ETP Works will be delivered through a phased approach. This approach, detailed in the Phasing Report, includes Low Impact Works as defined under the SSI 19238057 Infrastructure Approval and the activity-based phases for construction (Table 5).

Table 5 - Overview of ETP Works Phasing

| Phase  | Description  | Indicative timing         | Environmental documentation   | Consultation and approvals   |
|--|--|---------------------------|---|--|
| Low Impact Works   | Activities defined as Low Impact Works under SSI 19238057 Infrastructure Approval, including survey work, investigations, utility relocations, installation of environmental controls and initial demolition works | Project award to May 2023 | <ul style="list-style-type: none"> <li>▪ Low Impact Works Plan</li> <li>▪ Low Impact Works DNVIS</li> </ul>   | <ul style="list-style-type: none"> <li>▪ ER endorsement</li> </ul>   |
| Preliminary Works  | Including works within the existing Hunter Street East acoustic shed, and critical enabling works which are required to be conducted outside of standard hours   | March to May 2023         | <ul style="list-style-type: none"> <li>▪ Preliminary CEMP</li> <li>▪ Environmental Procedures</li> <li>▪ Hunter Street East acoustic shed works DNVIS</li> <li>▪ Project-wide Out of Hours Works DNVIS</li> </ul> | <ul style="list-style-type: none"> <li>▪ Stakeholder consultation</li> <li>▪ ER endorsement</li> </ul>   |
| Tunnelling, Excavation and Associated Works (addressed in this Sub-plan) | Including the Preliminary Works (not completed prior to approval of the final CEMP), demolition of existing industrial premises, site establishment, piling and shaft excavation, tunnelling, and decommissioning  | May 2023 onward           | <ul style="list-style-type: none"> <li>▪ CEMP</li> <li>▪ Sub-plans</li> <li>▪ Environmental Procedures</li> <li>▪ DNVISs (TBA)</li> </ul>   | <ul style="list-style-type: none"> <li>▪ Stakeholder consultation</li> <li>▪ ER endorsement</li> <li>▪ DPE approval (as determined by the Phasing Report)</li> </ul> |

The construction works at the Pyrmont East construction site are to be undertaken over a duration of approximately 26 months, with 4 months for the site access and demolition works, which forms the scope of this CTMP. The estimated timeline of the proposed works is summarised as follows:

- Demolition – April 2023 to August 2023 (4 months)
- Site Establishment, Excavation & Lining – August 2023 to May 2025 (21 months)



## 2.4. Hours of Work

The standard working hours have been defined in the CSSI CoA as:

- Monday to Friday – 7:00am to 6:00pm
- Saturday – 8:00am to 6:00pm
- Sunday and public holiday – No work.

The proposed extended standard construction hours for the demolition activities at the Pymont East construction site are consistent with the CSSI CoA.

Deliveries of material that is required to be undertaken outside of construction hours are allowed except between 10:00pm and 7:00am to/from the Pymont East construction site to minimise the noise impact on the surrounding residents in close proximity to the construction site.

Establishment of Class B hoarding around the perimeter of the existing buildings will require occupation of the adjacent roadway, and therefore must be completed outside of standard working hours, as permitted by the Road Occupancy Licence (ROL).

Prior to construction commencement, an OOHW Protocol will be prepared by Sydney Metro in accordance with Condition D24. The OOHW Protocol provides a process for the consideration, management, and approval of work outside the approved construction hours that is not subject to an EPL.

The aim of the OOHW Protocol is to ensure that OOHW not subject to an EPL are assessed and managed via a rigorous process to identify the associated risk of adverse impacts on sensitive receivers including:

- Justification for why OOHW need to occur
- Consideration of the OOHW against the relevant NMLs and vibration criteria, and providing a determination of low or high-risk work
- Processes for selecting and implementing mitigation measures for residual impacts in consultation with the community, including respite periods consistent with the requirements of Condition D27 and D37
- Procedures to facilitate the coordination of OOHW with those approved under an EPL or undertaken by a third party, to ensure appropriate respite is provided and is consistent with the requirements of Condition D36
- An approval process for OOHW that considers risks, proposed mitigation, management and coordination, and includes review and approval by the AA for low-risk activities and by the Planning Secretary for high-risk activities
- Details of notification requirements for affected receivers for all approved OOHW, including notification to the Planning Secretary for approved low risk OOHW.

### 3. Legal and Other Requirements

#### 3.1. Legislation

According to Roads Act 1993 – Section 138, it is required that a person obtains the consent of the appropriate Roads Authority for the erection of a structure, or the carrying out of a work in, on or over a public road, or the digging up or disturbance of the surface of a public road. If the applicant is a Public Authority, the Roads Authority must consult with the applicant before deciding whether or not to grant consent or concurrence.

TfNSW has the power, under the Roads Act 1993 – Division 3 – Section 62 to take Roads Authority powers from relevant local councils. This power may be exercised by TfNSW for the duration of the proposed works for the Sydney Metro West – Eastern Tunnelling Project.

#### 3.2. Guidelines

The following guidelines and standards have been used during the development of this CTMP:

- Construction Traffic Management Framework (Response to Submissions Report - Appendix C)
- Traffic Control at Worksites Manual v6-1
- Relevant Australian Standards, including but not limited to AS1742.3 and AS1743
- Austroads Guidelines and RMS Supplements
- RMS Guide to Traffic Generating Development (2002)
- TfNSW Guidelines for Road Safety Audit Practices (2011)
- TfNSW QA Specifications

#### 3.3. Other Environmental Requirements

The transport and traffic associated environmental requirements are listed in Table 15 and Table 16, along with cross reference to the sections of the report, in which the requirements have been addressed.

## 4. Existing Environment

### 4.1. Site Context

The proposed Pyrmont East construction site is located to the north of Pyrmont Bridge Road, bounded by Union Street and Edward Street as shown in Figure 2.

The Pyrmont East construction site is currently occupied by three-storey commercial buildings with at-grade parking and loading facilities provided at the centre of the site at 37-69 Union Street. The commercial buildings will be demolished to make way for the proposed construction site, forming the scope of this CTMP.

The Pyrmont East construction site is surrounded by mixed land uses, with majority being multi-storey buildings. The Star Sydney is located to the north of the site whereas Darling Harbour and Australian National Maritime Museum are located to the east of the site.

Figure 2: Locality of the Pyrmont East Construction Site



Basemap Source: Nearthmap, last accessed on 07/02/2023

### 4.2. Abutting Road Network

The road network surrounding the subject site comprises the following:

**Pyrmont Bridge Road** is generally a four-lane, two-way classified state road connecting Bridge Road to the west and Union Street to the east. Pyrmont Bridge Road intersects with Pyrmont Street via a signalised junction with formal pedestrian crossings provided on all approaches of the intersection. On-street parking is prohibited on Pyrmont Bridge Road at all times. Pyrmont Bridge Road is a 40km/h Local Traffic Area in the vicinity of the Pyrmont East construction site.



**Pymont Street** is a two-lane, two-way road to the north of Pymont Bridge Road, connecting to Point Street. To the south of Pymont Bridge Road, it is a four-lane, one-way road with two lanes connecting to Western Distributor on ramp and two southbound lanes terminating at a cul-de-sac before Pier Street. Outside of clearway restriction hours, 2P on-street metered parking is generally available on both sides of Pymont Street. Pymont Street is a 40km/h Local Traffic Area in the vicinity of the Pymont East construction site.

**Union Street**, to the east of Pymont Street, is a two-lane, two-way road whereas to the west of Pymont Street, it is a one-lane, one-way road for eastbound traffic in a 10km/h shared zone. Union Street connects with Darling Drive / Murray Street to the east and with Harris Street / Miller Street to the west. Shared bicycle paths and metered parking are available along sections of Union Street. To the east of Pymont Street, the eastbound and westbound kerbside lanes generally provide 2P metred parking zone for 24 hours. To the west of Pymont Street, the kerbside lane is a 1P metred parking zone for 24 hours.

**Edward Street** is a two-lane, two-way road, connecting Pymont Bridge Road to the south and a cul-de-sac just north of Union Street. To the south of Union Street, the southbound kerbside lane is a 2P metred parking lane for 24 hours whereas the northbound kerbside lane consists of unrestricted motorbike parking and a loading zone / 2P metred parking area. The loading zone applies between 7am and 6pm (Monday – Friday) and the 2P metred parking area applies between 6pm and 10pm (Monday – Friday) and 8am-10pm on Saturdays and public holidays. To the north of Union Street, the northbound kerbside lane is a No Parking zone between 6pm and 10pm (Friday – Saturday) and a 2P metred parking zone at all other times whereas the southbound kerbside lane is a 2P metred parking zone for 24 hours.

**Western Distributor** is a classified state road providing connection between the Sydney Harbour Bridge, Sydney CBD, Victoria Road and City West Link. It intersects with Pymont Bridge Road via an on ramp and off ramp facilities. On-street parking is prohibited at all times on Western Distributor.

**Darling Drive** is a two-way divided road connecting Union Street / Murray Street to the north and Ultimo Road to the south. On-street parking is prohibited along this road. Darling Drive intersects with Pier Street via an on ramp provided off the roundabout interchange, adjacent to ICC Sydney Theatre.

### 4.3. Active Transport Infrastructure

Footpaths are generally provided along the majority of roads in the vicinity of the proposed Pymont East construction site, except for Western Distributor. Signalised crossings are available at majority of the intersections. Pedestrian activities are generally high considering the proximity of the site to commercial and retail land uses, as well as licensed entertainment venues. A 40km/h Local Traffic Area has been established around the site vicinity on Pymont Bridge Road, Edward Street and Union Street.

Cycling infrastructure around the construction site consists of an off-road shared user path along Pymont Bridge Road, cycling route along Miller Street and Darling Drive north of the Convention light rail stop, and an off-road shared path along Darling Drive south of Convention light rail stop.

The existing cycling infrastructure around the vicinity of the site is shown in Figure 3.

Figure 3: Pyrmont East Construction Site Cycling Map



#### 4.4. Public Transport Infrastructure

The Pyrmont East construction site is served by extensive public transport services as it is located within close proximity to commercial and retail, shopping centres and Darling Harbour precincts. Public transport services around the site vicinity includes trains, buses, light rail and ferries.

The nearest train services can be accessed at Town Hall train station, which provides connection to other suburban hubs across the Sydney Greater Metropolitan Area. Town Hall train station is located approximately 1km walking distance (13-minute walk) from the Pyrmont East construction site via the Pyrmont footbridge.

Light rail services can be accessed at the surrounding light rail stops, including Pyrmont Bay, Convention, the Star Sydney, John Street Square, Fish Market and Wentworth Park light rail stops. All of these light rail stops form part of the L1 Dulwich Hill Line, which provides connection between Central and Dulwich Hill. The closest light rail stop to the Pyrmont East construction site is Pyrmont Bay, which is located approximately 130m walking distance (1-minute walk) from the site.

Bus stops are located along Harris Street, Pirrama Road and Miller Street with bus services providing connection to a number of major precincts including the Sydney CBD, Bondi, Rozelle and Parramatta. Night

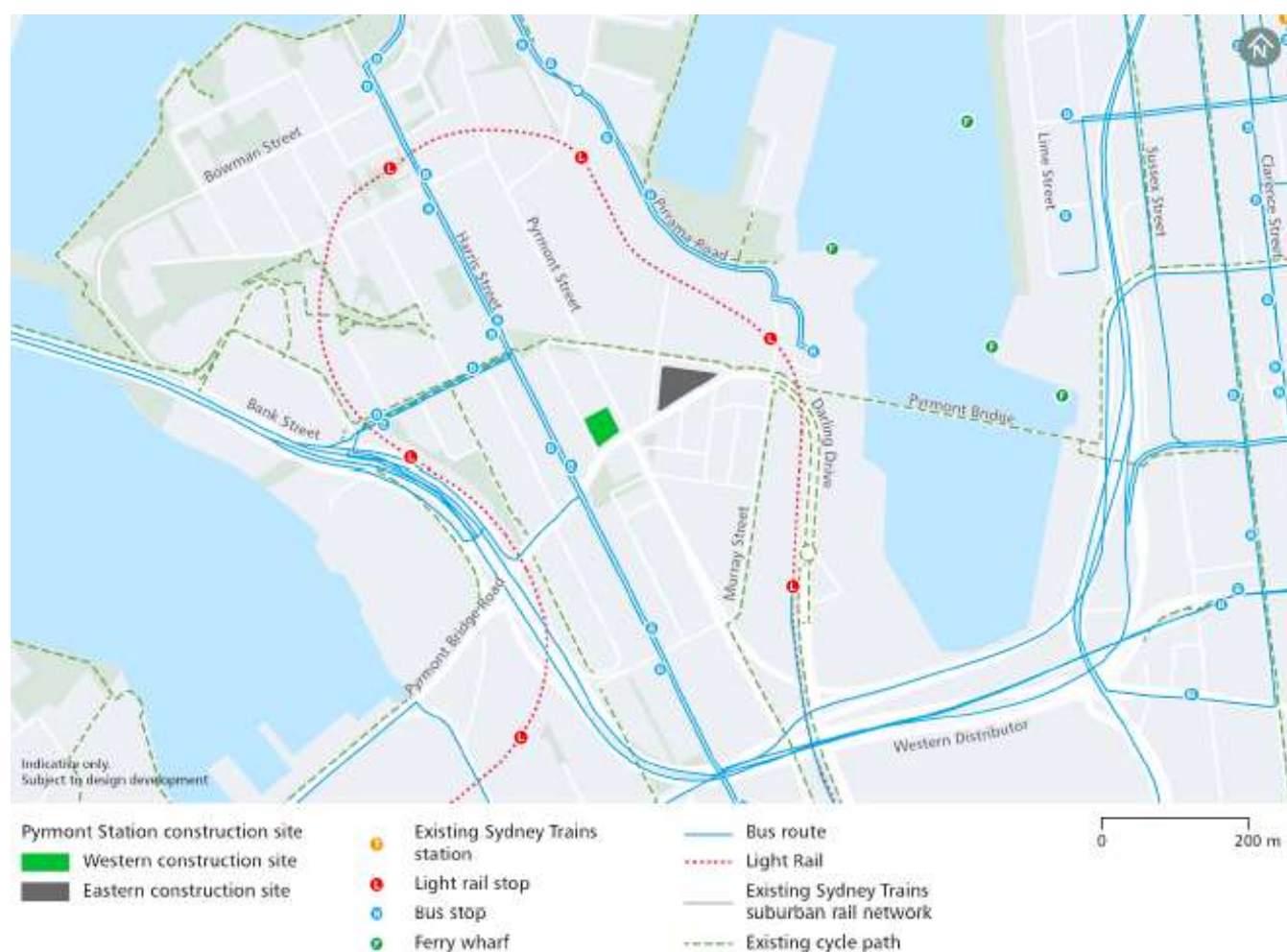


bus services are also available within the vicinity of the construction site to accommodate the night travel demand induced by the surrounding licenced and entertainment venues. The closest bus stop is located on Harris Street, just north of Pyrmont Bridge Road, which is a 210m walking distance (3-minute walk) from the Pyrmont East construction site.

Ferry services can be accessed at Pyrmont Bay wharf, which is located approximately 300m walking distance (4-minute walk) from the Pyrmont East construction site. The F4 Pyrmont Bay ferry line services this wharf, which provides connection between Pyrmont Bay and Circular Quay.

The public transport network context in the vicinity of the subject site is shown in Figure 4.

Figure 4: Pyrmont East Construction Site Transport Network



Source: EIS Chapter 6 – Transport and Traffic (2021)

## 4.5. Existing Traffic Volume

A summary of the 2021 peak hour traffic volume on the surrounding road network of the Pyrmont East construction site as documented in the EIS is provided in Table 6. A summary of the 2021 existing intersection performance surrounding the site is provided in Table 7.

The EIS Technical Report 1 – Traffic and Transport (Section 3.3) outlines that a comparison was undertaken between the existing traffic volumes for pre COVID-19 conditions in March 2019 and post COVID-19 conditions in March 2021 to determine the effects of the COVID-19 pandemic on modelled traffic. The comparison showed that changes in traffic volume were minimal between a typical traffic month of 2021 and 2019 (less than five per cent). As a result, it is considered that the existing traffic volumes collected in March



2021 accurately represent traffic conditions regardless of the impacts of and can be concluded that the March 2021 traffic survey data accurately represent traffic conditions.

Table 6: Existing Peak Hour Traffic Volume at the Surrounding Roads

| Road Section  | Direction  | AM Peak Hour Volume<br>(vehicles per hour) | PM Peak Hour Volume<br>(vehicles per hour) |
|---|------------|--|--|
| Pymont Bridge Road east of Bank Street                  | Eastbound  | 1,270                                      | 760  |
|   | Westbound  | 380  | 530  |
| Harris Street north of Pymont Bridge Road               | Northbound | 470  | 350  |
|   | Southbound | 210  | 270  |
| Harris Street north of Fig Street / Western Distributor | Northbound | 600  | 520  |
|   | Southbound | 910  | 780  |
| Pymont Street north of Pymont Bridge Road               | Northbound | 200  | 150  |
|   | Southbound | 290  | 490  |
| Union Street west of Edward Street                      | Eastbound  | 40   | 120  |
|   | Westbound  | 50   | 160  |
| Darling Drive east of Murray Street                     | Northbound | 310  | 280  |
|   | Southbound | 210  | 170  |

Source: EIS Chapter 6 – Transport and Traffic (2021)

Table 7: Existing Peak Hour Surrounding Intersection Performance

| Intersection                                      | Peak Hour | Demand Flow | Average delay<br>(seconds per vehicle) | Level of Service |
|---|-----------|-------------|--|------------------|
| Pymont Bridge Road and Bank Street                | AM        | 2,760       | 67                                     | E                |
|   | PM        | 2,836       | >100                                   | F                |
| Pymont Bridge Road and Harris Street              | AM        | 1,671       | 25                                     | B                |
|   | PM        | 1,556       | 36                                     | C                |
| Pymont Bridge Road and Pymont Street              | AM        | 1,456       | 17                                     | B                |
|   | PM        | 1,445       | 23                                     | B                |
| Darling Drive, Union Street and Murray Street     | AM        | 911         | 24                                     | B                |
|   | PM        | 820         | 29                                     | C                |
| Darling Drive and Harbourside Access Road         | AM        | 471         | 4                                      | A                |
|   | PM        | 440         | 2                                      | A                |
| Union Street and Edward Street                    | AM        | 284         | 16                                     | B                |
|   | PM        | 445         | 18                                     | B                |
| Union Street and Pymont Street                    | AM        | 531         | 11                                     | A                |
|   | PM        | 734         | 17                                     | B                |
| Harris Street and Allen Street                    | AM        | 1,488       | 27                                     | B                |
|   | PM        | 1,354       | 29                                     | C                |
| Harris Street, Fig Street and Western Distributor | AM        | 3,421       | 60                                     | E                |
|   | PM        | 2,939       | 45                                     | D                |

Source: EIS Chapter 6 – Transport and Traffic (2021)

The modelled intersection performance shows that most of the intersections currently perform satisfactorily at LoS C or better, with the exception of the following intersections:

- Pymont Bridge Road / Bank Street intersection – during AM and PM peak hour
- Harris Street / Fig Street / Western Distributor intersection – during AM and PM peak hour

The Pymont Bridge Road / Bank Street intersection currently operates at LoS F due to the high traffic volume on the northern and southern approaches of Bank Street and the downstream queuing from the Western Distributor onto the westbound / northbound on ramp and Bank Street, which prevents vehicles from Pymont Bridge Road to turn left and right into the Western Distributor on ramp.

The Harris Street / Fig Street / Western Distributor intersection currently operates at LoS F due to the high traffic volume on all approaches.

#### 4.6. Existing Use of the Site

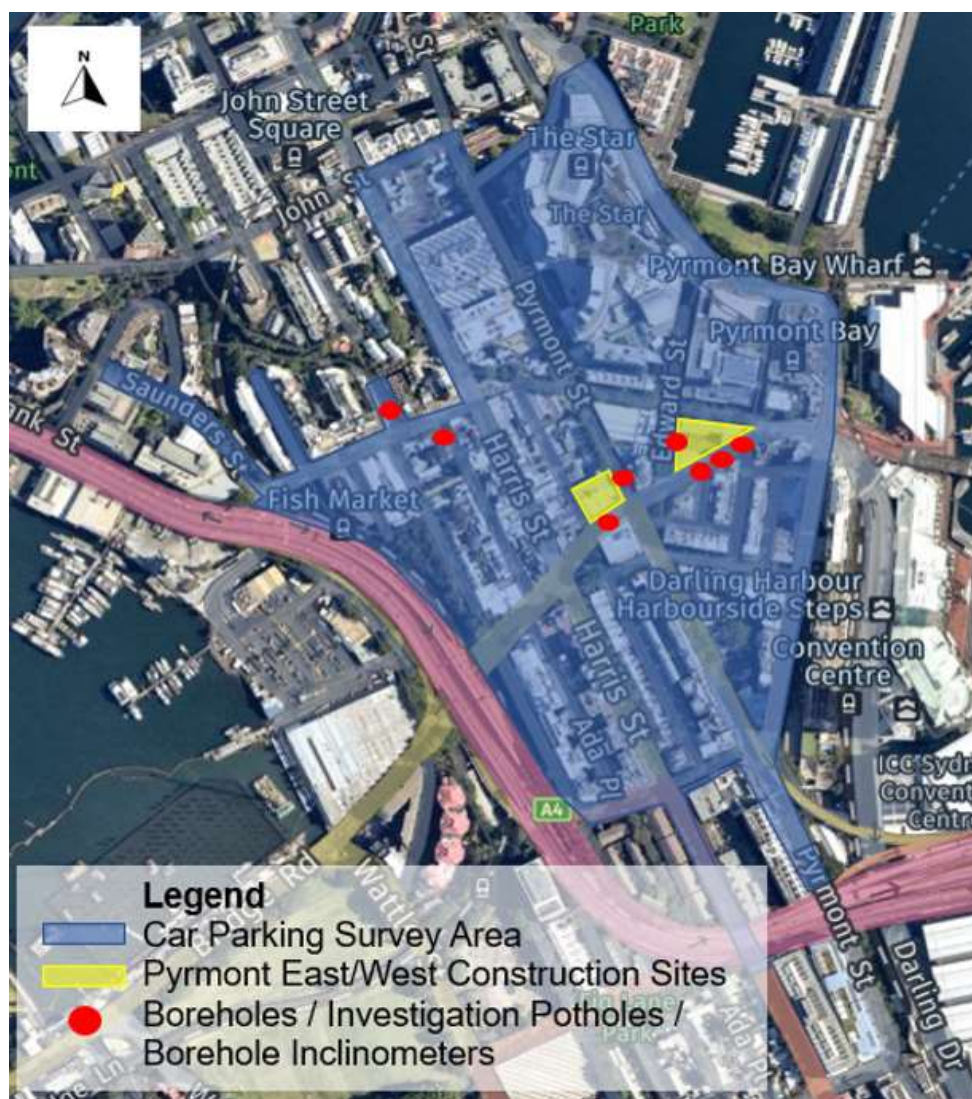
The proposed Pymont East construction site is currently occupied by a commercial premise consisting of two three-storey commercial buildings. The irregular-shaped site has an area of approximately 2,606m<sup>2</sup>, with access onto / from Pymont Bridge Road, Union Street and Edward Street.

There are car park and loading facilities centrally located within the site, which indicates that the existing site would generate traffic movements from the car parking and loading facilities. Demolition of the commercial buildings to make way for the Pymont East construction site will eliminate traffic movements generated by the existing use of the site.

#### 4.7. Existing On-Street Parking

JCG JV conducted a parking survey to establish the existing demand surrounding the Pymont construction sites within an area confirmed and agreed by TfNSW, SM and CJP as shown in Figure 5.

Figure 5: Extent of the Parking Survey around Pymont Construction Sites



The parking survey undertaken in December 2022 indicates the overall survey area provides in the order of 788 parking spaces in the Pymont survey area, of which the frontage roads of the Pymont East construction site provide in the order of 77 parking spaces.

A summary of the existing peak parking occupancy is shown as follows:

- Union Street, Edward Street, Hardwood Street, Union Lane, Little Edward Street (within 100m radius of the site): 87% on an average for both weekday and weekend.
- Overall parking survey area: the peak parking demand was 70% on an average for both weekday and weekend.

Table 8: Parking Supply and Occupancy around the Pymont East Construction Site

| Location  | Existing Parking Spaces | Existing Peak Parking Occupancy Rate |                 |
|---|-------------------------|--------------------------------------|-----------------|
|   |                         | Average Weekday                      | Average Weekend |
| Union Street, Edward Street, Hardwood Street, Union Lane, Little Edward Street (within 100m radius of the site) | 77                      | 87%                                  | 87%             |
| Overall Parking Survey Area (refer to Figure 5)   | 788                     | 70%                                  | 70%             |

#### 4.8. Concurrent Nearby Developments

Nearby major projects, which have been approved or under construction and are likely to overlap with the proposed demolition and utilities works at the subject site include the following:

- **The New Sydney Fish Market** involves building a new Sydney Fish Market, which will include a waterfront promenade. The works are currently underway and are expected to be completed in 2024.
- **Cockle Bay Wharf Development** involves the construction of a 43-storey mixed-use building, land bridge across the Western Distributor, public open space and site interface works. The SSD application for the construction stage is currently undertaken, hence the work program has not been made available.
- **The Western Distributor Transport Corridor** involves road network improvements to improve safety and efficiency at key traffic bottle necks, or pinch points on the Western Distributor and reduce the flow on effect of incidents on surrounding roads. Works include; modification of the Pymont Bridge Rd and Bank St intersection by upgrading the Pymont Bridge Rd off ramp to two lanes, construction of a new ramp from Fig Street to provide direct access to Darling Harbour, and modification of the intersection at Allen and Harris Streets.
- **Harbourside Shopping Centre Redevelopment** involves the redevelopment of the existing Harbourside shopping centre including a new retail shopping centre, residential apartment tower, and improvements to the public domain.

A summary of the estimated construction traffic generation of the above major projects and the associated cumulative impacts with the subject site are discussed in Section 0. Ongoing review of cumulative heavy vehicle traffic generation and coordination of heavy vehicle routes used by these major projects would be routinely undertaken between JCG JV and Customer Journey Planning to minimise the impacts on the surrounding road network.



## 5. Work Methodology

### 5.1. Enabling Utility Works

Existing public utilities and private property connections servicing the demolition site require adjustment or decommissioning to enable the demolition scope. The scope includes excavation in the road corridors adjacent the Pymont East site, to install, decommission or adjust the utilities.

During the demolition phase, a short 5m section of conduit installation will be installed on the south side of Union Street in preparation for the High Voltage construction power supply requirements of the following stage of works.

Task specific TGS's will be developed for the utility works and submitted for approval through the CoS and CJM permitting processes.

### 5.2. Demolition Works

Full structural demolition of the existing commercial structures located at 37-69 Union Street will be undertaken. The two three-storey structures are to be mechanically demolished in a top-down approach to remove all building elements within the Sydney Metro boundaries including the above ground structure, slab on ground and foundations.

Site occupation is scheduled to occur from April 2023 onwards. The following demolition activities will take place at the Pymont East construction site between April 2023 and August 2023:

- Establishment of protective structures (Class B hoardings and heavy-duty scaffold)
- Disconnection of building services
- Removal of building fit out (soft strip)
- Removal of hazardous materials
- Shoring of existing basement walls
- Structural demolition.

The design of construction hoardings along Pymont Bridge Rd northern footpath has considered the adjacent bus route and the typical minimum offset required for hoarding legs. Due to the narrowness of the footpath, hoarding columns cannot be located at the typical minimum offset of 600mm behind the face of kerb.

Detailed site analysis has been undertaken against the proposed 400mm offset to ensure busses and other heavy vehicles are not impacted by the temporary structure.

Road cross falls have been examined along the eastbound kerbside lane, confirming there are no significant pavement cross falls towards the kerb. Three overhead electricity poles (ELP's) were identified along the proposed location of the hoarding, distances from the kerb to the ELP's varies from 250mm to 350mm, as shown in Figure 6. The speed limit is 40km/h in this section of Pymont Bridge Rd.

Bus route 389, Bondi Junction to Pymont, travels along this section of Pymont Bridge Rd, however there are no existing Bus Stops in this section.

Site observation including the lack of marks on trees and ELP's indicate that Buses and other LHV negotiate this section of the Pymont Bridge Rd without any overhanging issues.

With consideration of the above, the proposed 400mm kerb offset for the hoarding legs is deemed adequate to provide safe travel for Buses and LHV through this section of Pymont Bridge Rd.

Figure 6 - Pymont Bridge Rd, Electricity poles along northern footpath



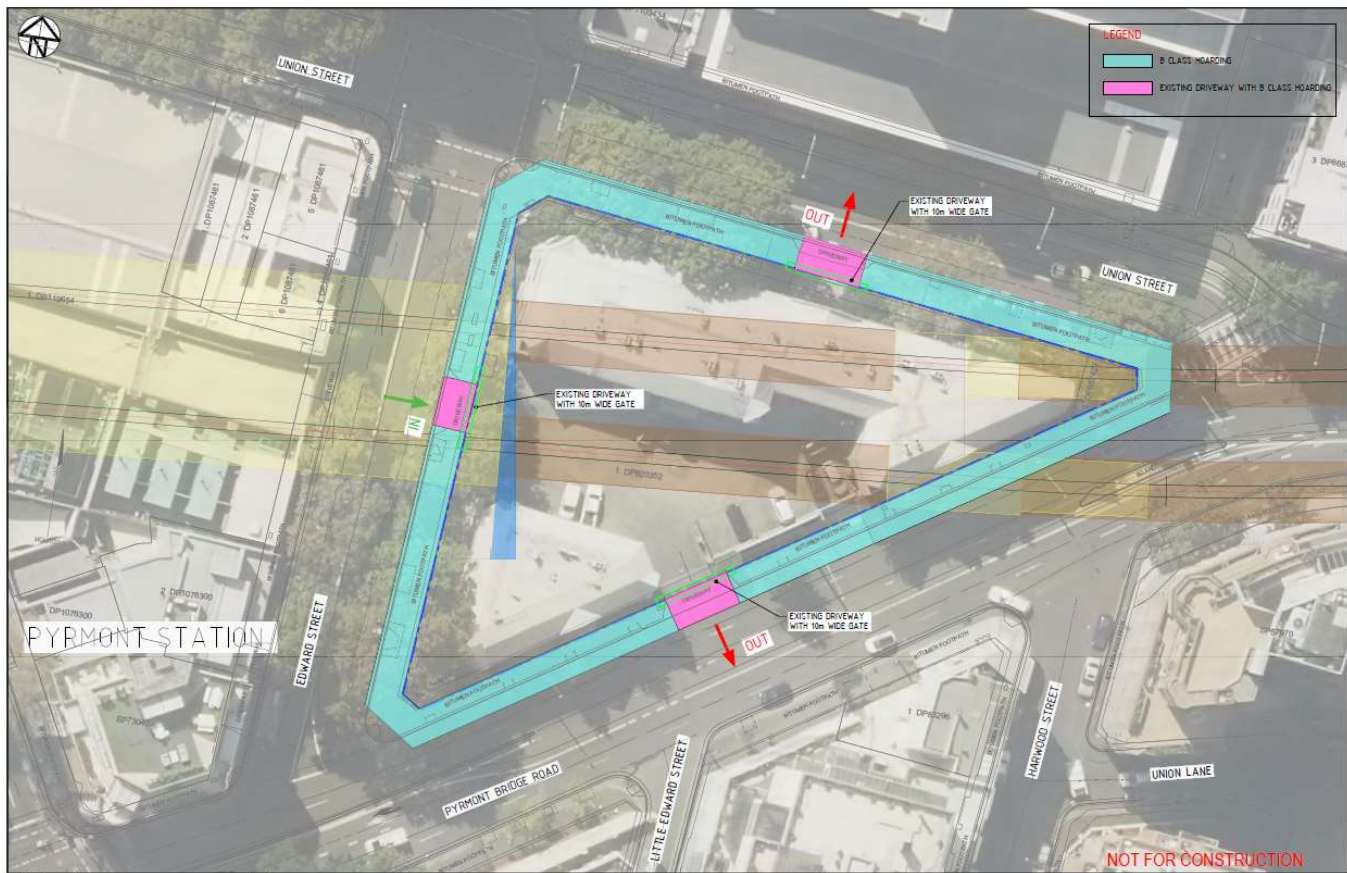
## 5.3. Proposed Site Access Arrangement

The following driveways will be used during the demolition works as shown in Figure 7:

- Existing driveway on Edward Street, located 40m north of Pymont Bridge Road (western boundary of the site)
- Existing driveway on Union Street, located 40m south of Edward Street (northern boundary of the site)
- Existing driveway on Pymont Bridge Road, located approximately 40m east of Edward Street (southern boundary of the site)



Figure 7: Proposed Site Access Arrangement



The existing driveways will be used to facilitate construction vehicle movements into and out of the Pymont East construction site. These driveways will accommodate one-way movements as follows depending on the demolition stages:

- Edward Street driveway: access movement only
- Pymont Bridge Road driveway: exit movement only when the northern buildings are being demolished
- Union Street driveway: exit movement only when the southern buildings are being demolished

Edward Street, Union Street and Pymont Bridge Road were identified as part of the revised EIS construction haulage route in the Report to Submission (RTS), hence the proposed site access arrangement does not require construction vehicles to travel on any local roads which have not been approved. Therefore, no major impacts are expected from the proposed site access / egress arrangement.

The swept paths of a 12.5m long heavy rigid vehicle entering and exiting the site are shown in Appendix A. All construction vehicles will enter and exit the site in a forward direction. Vehicles already on the frontage roads will have right of way. Traffic controllers will be deployed at the site access gates to help facilitate construction vehicle movements in and out of the site.

As shown in the TGS in Appendix B, truck turning signs will be installed on approaches to the driveway to alert motorists of the turning trucks.

## 5.4. Proposed Haulage Route

JCG JV recognise that effective management of haulage operations is not only critical to the success of the project, but it is also necessary to minimise the impacts on the road network and increase pedestrian safety. The proposed haulage routes have been selected on the basis that trucks are to utilise State and Regional Roads, where possible, before traveling on local roads. Sensitive areas such as schools, aged care facilities and child care facilities have been avoided, where possible.

The JCG JV proposed haulage route for the Pyrmont East demolition is consistent with what was proposed in the revised EIS haulage routes in the RTS, which are shown in Figure 8.

The relevant swept paths for the proposed haulage route (Figure 9) are contained in Appendix A.

It is acknowledged the planned Western Distributor Road Network Improvements project and works including the planned changes to the on ramp from Pyrmont Street onto Western Distributor may impact ETP's haulage routes. Refer to Figure 9 for the alternative haulage route via Pyrmont Bridge Road westbound which is an approved EIS haulage route for the eastbound direction. JCG JV identifies the largest vehicle to be used at the Pyrmont East construction site is a 12.5m heavy rigid vehicle (HRV), as consistent with the EIS. Therefore, the traffic impacts would be no worse than what was identified in the EIS.

The proposed haulage routes will be communicated and adhered to by drivers through the implementation of a Drivers Code of Conduct, which would be made available to the relevant personnel during the site induction training. All drivers will undergo the mandatory project-specific induction training provided by JCG JV.

It is understood that oversize and / or overmass (OSOM) vehicles may be required to deliver bulky items / machineries and the City of Sydney Council could approve the access of these vehicles on the road network. Relevant permits would be obtained through permit application process prior to the operations of any OSOM vehicles on the road network.

Figure 8: EIS Revised Construction Haulage Route for Pyrmont



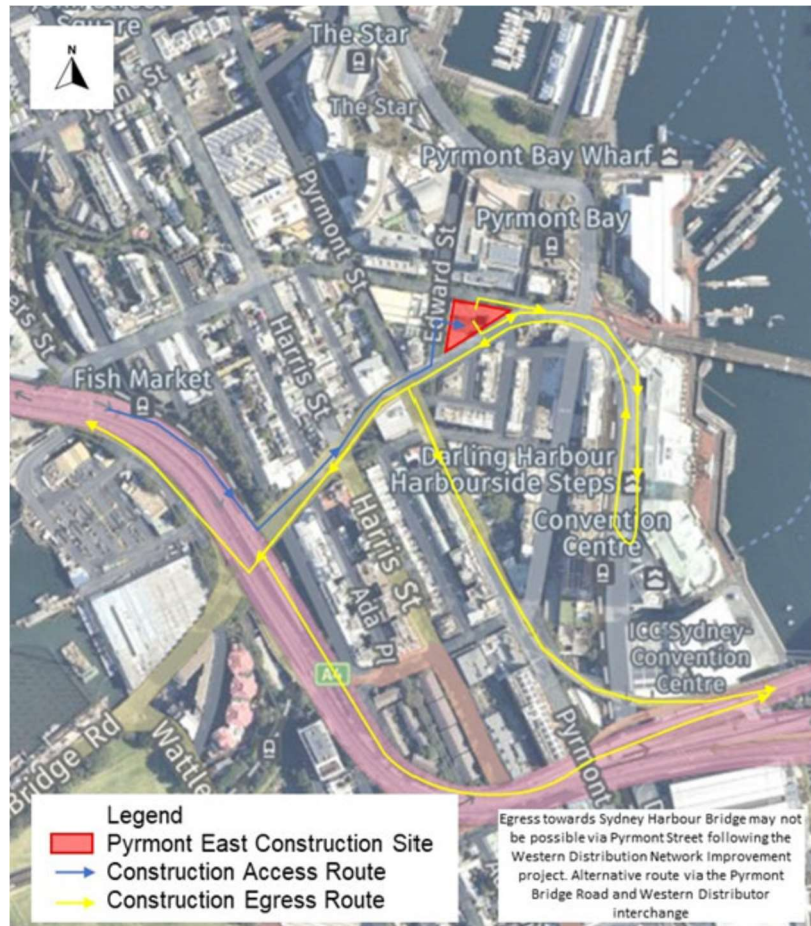
Source: EIS Chapter 6 – Transport and Traffic (2021)

JCG JV will maintain all travel lanes on Union Street, despite the RTS states two westbound lanes in Union Street will be closed between Pyrmont Bridge Road and Edward Street to facilitate a right turn construction vehicle access from Union Street into the site. Given JCG JV is proposing to utilise the Union Street right turn egress movement for a limited duration, and manage the movement with traffic control, the westbound lanes in



Union Street will be maintained. This is a positive change from the RTS to retain all traffic movements and parking lanes in this road section.

Figure 9: JCG JV Proposed Heavy Vehicle Haulage Route for the Pyrmont East Construction Site



Basemap Source: Nearmap, last accessed on 22/12/2022

#### 5.4.1. Arrival Route

The proposed primary heavy vehicle arrival routes to be adopted for Pyrmont East construction site to minimise traffic disruptions are shown in Figure 9 and can be summarised as follows:

- All construction vehicles to come from the north of the Western Distributor
- Take the Pyrmont Bridge Road off ramp and turn left onto Pyrmont Bridge Road
- Turn left onto Edward Street then turn right into the Pyrmont East construction site

#### 5.4.2. Departure Route

The proposed primary heavy vehicle departure routes to be adopted for the Pyrmont East construction site to minimise traffic disruptions are shown in Figure 9 and can be summarised as follows:

- During the demolition of the northern building
  - All construction vehicles to turn left onto Pyrmont Bridge Road and continue eastbound
  - Turn onto Darling Drive and continue southbound
  - Take a U-turn at the roundabout, just north of Convention Centre light rail stop, to continue northbound on Darling Drive
  - Turn left onto Pyrmont Bridge Road and continue westbound.

- For access to the north of Anzac Bridge, continue on Pyrmont Bridge Road, then take the on ramp onto Western Distributor northbound
  - For access to the Sydney CBD and North Sydney, turn left onto Pyrmont Street southbound, then take the on ramp onto Western Distributor southbound. Alternatively, proceed along Pyrmont Bridge Road and turn left via the on ramp onto Western Distributor southbound (citybound).
- During the demolition of the southern building
- All construction vehicles to turn right onto Union Street and continue eastbound
  - Turn left onto Pyrmont Bridge Rd Eastbound,
  - Turn onto Darling Drive and continue southbound
  - Take a U-turn at the roundabout, just north of Convention Centre light rail stop, to continue northbound on Darling Drive
  - Turn left onto Pyrmont Bridge Road and continue westbound.
  - For access to the north of Anzac Bridge, continue on Pyrmont Bridge Road, then take the on ramp onto Western Distributor northbound
  - For access to the Sydney CBD and North Sydney, turn left onto Pyrmont Street southbound, then take the on ramp onto Western Distributor southbound. Alternatively, proceed along Pyrmont Bridge Road and turn left via the on ramp onto Western Distributor southbound (citybound).

### 5.4.3. Real Time Monitoring

The locations of all heavy vehicles used for spoil haulage will be monitored in real time and the records of monitoring will be made available electronically to the Planning Secretary and the Environmental Protection Authority (EPA) upon request for a period of no less than one year following the completion of the construction.

The real time monitoring will be undertaken using a Telematic system to track and analyse construction vehicle movements. Telematics are able to analyse real-time traffic data, allowing JCG JV to manage its construction vehicles fleet more efficiently by predicting arrival times and communicate directly with construction workers.

The GPS tracking feature allows JCG JV to determine the speed and location of the fleet to better manage the construction vehicle movements by determining pinch-points and adjust accordingly. If drivers are found to not comply with the posted speed limit, the traffic manager will receive notifications, enabling immediate actions to mitigate the unsafe driver behaviour.

The construction vehicles will be restricted to use only the approved vehicle routes and avoid any unapproved local roads unless it is permitted for specific works by the authorities. Geofencing will be used to set a boundary from local roads to ensure vehicles only travel along the designated roads and stay out of areas, which they should not operate. Alerts can be triggered when vehicles are entering / leaving the designated route, with the data such as speed and location can be logged into the system.

## 5.5. Construction Workforce

JCG JV proposes a peak workforce of 20 construction workers at any one time for the demolition works. A peak construction workforce of 110 construction workers was identified in the EIS for the demolition works. Therefore, the impacts associated with construction workforce traffic generation would be no worse than what was identified in the EIS.

## 5.6. Construction Worker Parking

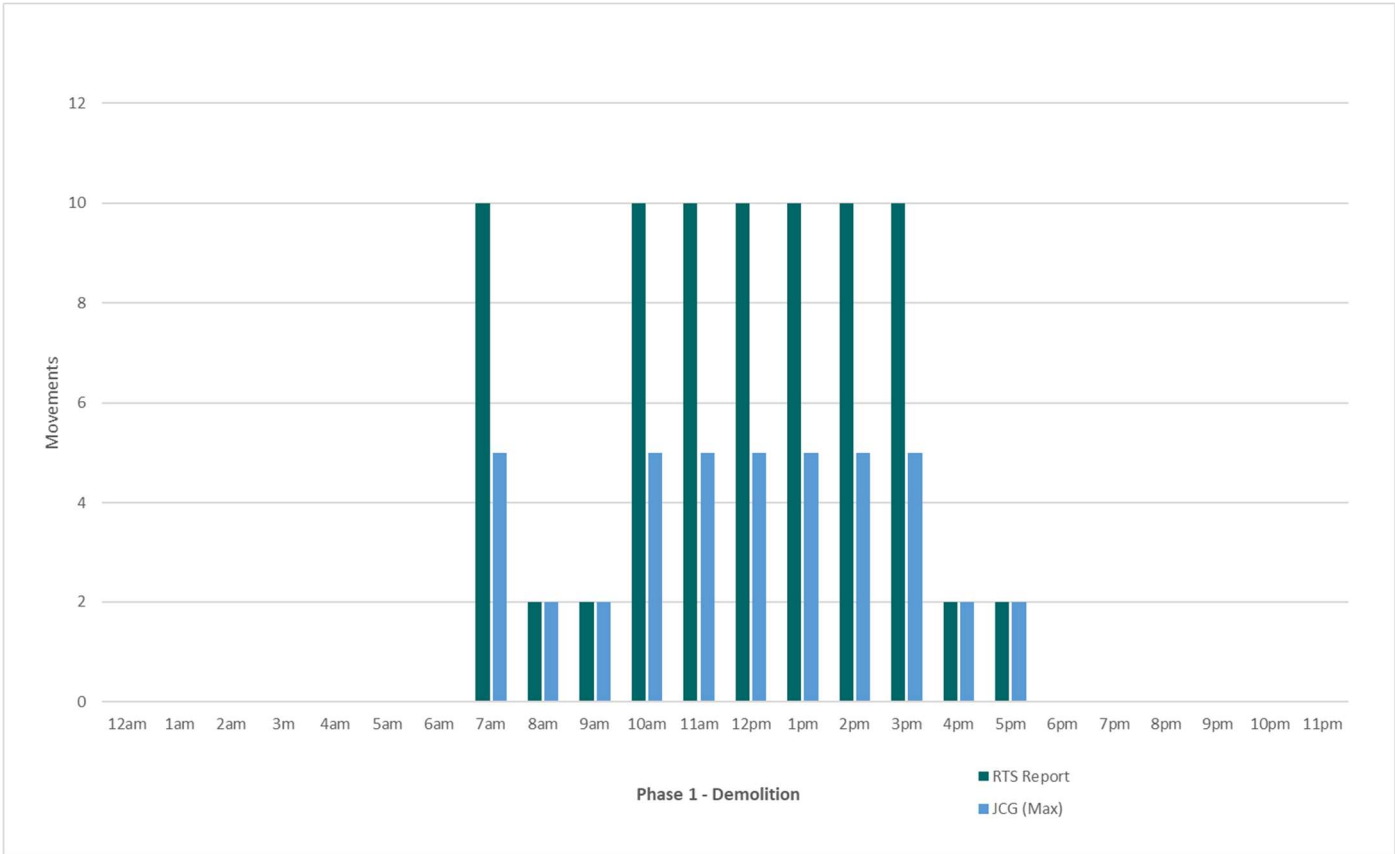
Construction worker parking will not be provided for the Pyrmont East construction site. Construction workers will be instructed not to park in any on-street parking spaces, and to make use of the extensive public transport network available and commercial parking facilities in the vicinity of the site to minimise the parking impacts on

the surrounding road network. Carpooling will be strongly encouraged amongst construction workers to minimise the number of vehicles on the road network.

5.7. Construction Traffic Generation

Construction traffic generation at the Pymont East construction site during the demolition is not expected to exceed the traffic generation identified in the RTS. Figure 10 and Figure 11 provide a summary of the proposed construction traffic with a comparison with the RTS construction traffic, taking into consideration light vehicle movements and heavy vehicle movements.

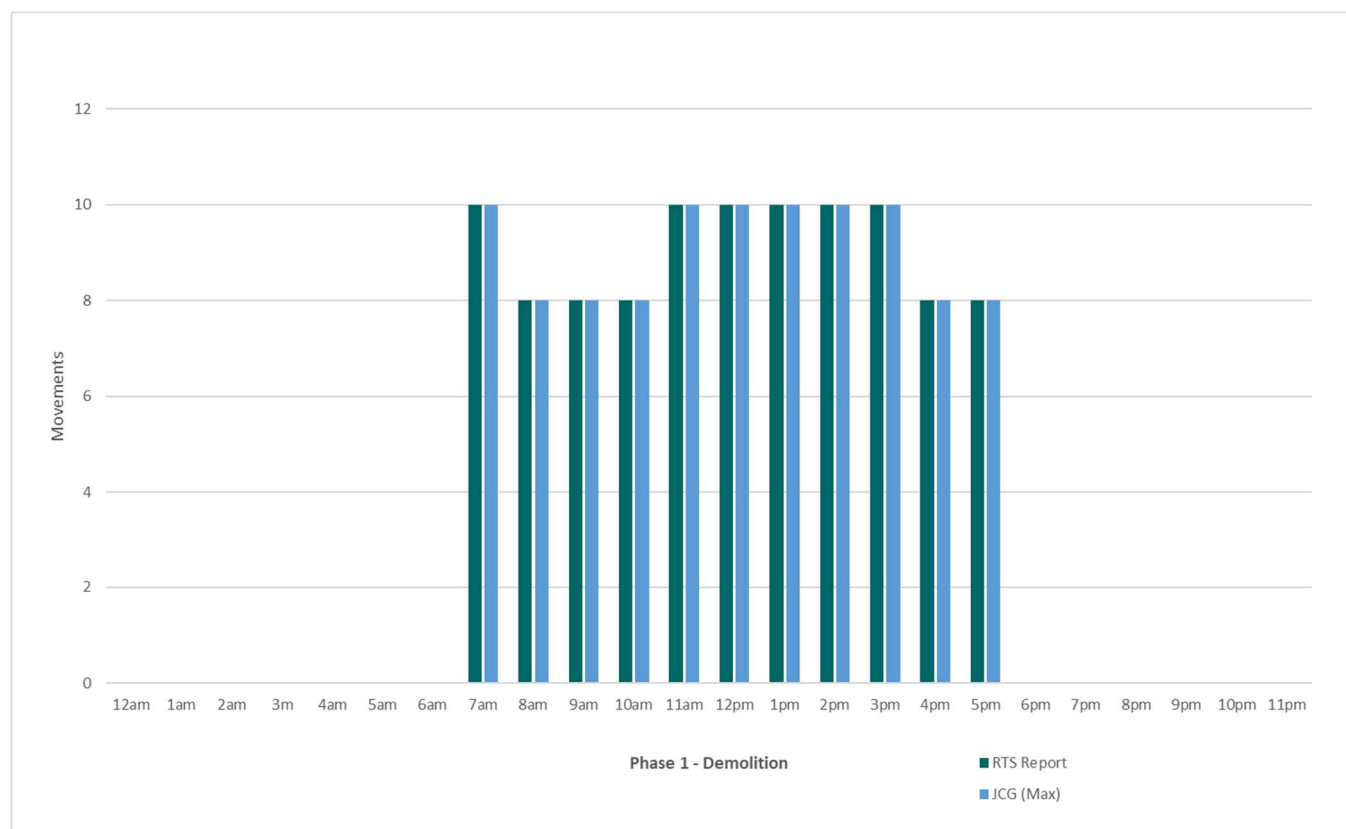
Figure 10 - Pymont East Daily Light Vehicle Movements



Source: Traffic & Transport Technical Memo Update (SMW Stage2 – Sc2-28 Traffic Update)

Note: Traffic volumes are shown in movements, a vehicle entering then leaving the work site represents two movements.

Figure 11 - Pymont East Daily Heavy Vehicle Movements



Source: Traffic & Transport Technical Memo Update (SMW Stage2 – Sc2-28 Traffic Update)

Note: Traffic volumes are shown in movements, a vehicle entering then leaving the work site represents two movements.

The proposed daily traffic generation for the Pymont East construction site would be 43 light vehicle movements (in and out) nearly half the RTS daily estimate, and 100 heavy vehicle movements (in and out) as consistent with the RTS daily estimate.

The proposed peak hour traffic generation would be 9 light vehicle movements (in and out), and 26 heavy vehicle movements (in and out), as consistent with the RTS estimates for the AM and PM peak hours. As such, the traffic impact of the construction traffic volume is expected to be no worse than the RTS modelling results as discussed further in Section 6.1.

Considering that both the Pymont East and Pymont West construction sites use similar haulage routes, it's important to assess the combined traffic generation on the local road network. Figure 12 and Figure 13 detail the cumulative impact of the two sites.



Combined Pymont East & West  
Light Vehicle Movements

Movements

12am 1am 2am 3am 4am 5am 6am 7am 8am 9am 10am 11am 12pm 1pm 2pm 3pm 4pm 5pm 6pm 7pm 8pm 9pm 10pm 11pm

■ Pymont West - Phase 1 - Enabling Work & Demolition ■ Pymont East - Phase 1 - Enabling work and demolition — Combined Allowable Movements

| Time | Pymont West - Phase 1 - Enabling Work & Demolition | Pymont East - Phase 1 - Enabling work and demolition | Combined Allowable Movements |
|------|--|--|------------------------------|
| 12am | 0  | 0  | 0                            |
| 1am  | 0  | 0  | 0                            |
| 2am  | 0  | 0  | 0                            |
| 3am  | 0  | 0  | 0                            |
| 4am  | 0  | 0  | 0                            |
| 5am  | 0  | 0  | 0                            |
| 6am  | 0  | 0  | 0                            |
| 7am  | 5  | 5  | 20                           |
| 8am  | 2  | 2  | 4                            |
| 9am  | 2  | 2  | 4                            |
| 10am | 5  | 5  | 20                           |
| 11am | 5  | 5  | 20                           |
| 12pm | 5  | 5  | 20                           |
| 1pm  | 5  | 5  | 20                           |
| 2pm  | 5  | 5  | 20                           |
| 3pm  | 5  | 5  | 20                           |
| 4pm  | 2  | 2  | 4                            |
| 5pm  | 2  | 2  | 4                            |
| 6pm  | 0  | 0  | 0                            |
| 7pm  | 0  | 0  | 0                            |
| 8pm  | 0  | 0  | 0                            |
| 9pm  | 0  | 0  | 0                            |
| 10pm | 0  | 0  | 0                            |
| 11pm | 0  | 0  | 0                            |

Combined Pymont East & West  
Heavy Vehicle Movements

| Time | Pymont West - Phase 1 - Enabling Work & Demolition | Pymont East - Phase 1 - Enabling work and demolition | Combined Allowable Movements |
|------|--|--|------------------------------|
| 12am | 0  | 0  | 0                            |
| 1am  | 0  | 0  | 0                            |
| 2am  | 0  | 0  | 0                            |
| 3am  | 0  | 0  | 0                            |
| 4am  | 0  | 0  | 0                            |
| 5am  | 0  | 0  | 0                            |
| 6am  | 0  | 0  | 0                            |
| 7am  | 10   | 10   | 20                           |
| 8am  | 8  | 8  | 16                           |
| 9am  | 8  | 8  | 16                           |
| 10am | 8  | 8  | 16                           |
| 11am | 10   | 10   | 20                           |
| 12pm | 10   | 10   | 20                           |
| 1pm  | 10   | 10   | 20                           |
| 2pm  | 10   | 10   | 20                           |
| 3pm  | 10   | 10   | 20                           |
| 4pm  | 8  | 8  | 16                           |
| 5pm  | 8  | 8  | 16                           |
| 6pm  | 0  | 0  | 0                            |
| 7pm  | 0  | 0  | 0                            |
| 8pm  | 0  | 0  | 0                            |
| 9pm  | 0  | 0  | 0                            |
| 10pm | 0  | 0  | 0                            |
| 11pm | 0  | 0  | 0                            |

## 5.8. Pedestrian and Cyclist Management

During the demolition stage, B-class hoarding will be erected along construction site boundaries on Edward Street, Union Street and Pyrmont Bridge Road. B-class hoarding will provide overhead protection to pedestrians while maintaining pedestrian movements along the site frontages throughout the duration of the proposed works.

Details regarding the B-class hoarding installation will be subject to a separate application, which will be prepared by JCG JV or associated contractors. All relevant permits would be sought prior to any hoarding installation taking place.

To accommodate the B-Class hoarding along the narrow footpath of Pyrmont Bridge Rd, tree clearing will be required between Edward St to Union St. This activity will be undertaken during a night shift road occupation.

Pedestrian footpaths will be maintained along all frontages surrounding the Pyrmont East construction site for the duration of the proposed demolition works.

Concertina gates will be used by JCG JV personnel and extended across the pedestrian footpath on both sides of the driveway to temporarily manage pedestrian movements along Edward Street and Union Street when the driveway is in use. When the driveway is not in use, the concertina gates would be opened to enable pedestrian movements along the footpath under the B-Class hoarding arrangement. It is expected that two traffic controllers would be adequate in managing pedestrian movements with the use of the concertina gates.

The traffic controller will not stop pedestrian movements in anticipation. Pedestrians on the footpath will have the right of way at all times. Pedestrian hold will be minimised to avoid delays to pedestrians. Appropriate signage will be installed prior to the concertina gate to provide advanced warning for pedestrians walking toward the site access driveways. Traffic controllers will also be stationed at each end of the proposed footpath closure to divert pedestrians to travel on the detour route.

Relevant information regarding the Project and the nominated contact person will be made available at the site access gate. The construction site will have appropriate arrangements to discourage entry without approval and minimise vandalism. Access gates to the proposed work site will be made lockable to prevent any unauthorised access, which could result in safety issues.

Cyclists and cycle infrastructure around the site vicinity will not be impacted by the proposed works. However, if required, cyclists may be required to follow traffic controller's directions.

Demolition phase haulage routes along Union St, Pyrmont Bridge Rd and Darling Drive, run adjacent to existing cycleways. The cycleways on Union St and Pyrmont Bridge Rd are separated from the traffic lane by a raised lane divider, Darling Drive cycleways are delineated by line marking. The cycle paths along Darling Drive extend through the roundabout utilised for a U-Turn manoeuvre as part of the project haulage routes. Swept path analysis has been completed for the largest construction vehicle (12.5m HRV), which shows vehicles can complete the manoeuvre without encroaching on the cycleway.

To mitigate the risks associated with potential heavy vehicle and cyclist interfaces, JCG are proposing to implement a truck awareness campaign, which includes truck awareness pavement markings along the Darling Drive cycleway, refer to Appendix F. In addition to the awareness campaign, heavy vehicle drivers will be trained on the nominated haulage routes and the associated interfaces, this will be delivered through the Project Induction, Sydney Metro Industry Curriculum (SMIC) Heavy Vehicle driver training, and toolbox talks.

All heavy vehicles used in the spoil haulage operation will be equipped with ABS brakes and front underrun protection, furthermore JCG will implement targets for advanced safety features which may include; electronic stability control, blind spot monitoring, autonomous emergency braking systems, and other vehicle safety technologies.

## 5.9. Dilapidation Survey

Road dilapidation surveys will be undertaken on surrounding roads which form part of the proposed construction haulage routes. The surveys will identify the existing conditions of the surrounding roads before the start of the Project and the conditions following the completion of the Project.

The condition reports will include a written survey, photo and/or video of each road. A copy of the report, including such mechanisms to be considered for the repair of damage to the surrounding road(s) caused by heavy vehicle movements associated with the Project, shall be provided to the relevant authorities within three weeks of completing the surveys and no later than one month prior to the commencement of roads being used by construction vehicles.

If damages to roads occur as a result of the Project, JCG JV will either (at the discretion of the relevant road authorities):

- Compensate the landowner for the damage caused
- Rectify the damage to restore the road to at least the condition it was in pre-construction works as identified in the Road Dilapidation Report.



## 6. Traffic and Transport Impact

### 6.1. Impact on Traffic Flow

There is no long term proposed road or lane closures required to accommodate the proposed works, which is consistent with the EIS. Traffic conditions along the frontage roads will be maintained outside of short-term road occupancy times. There is also no proposed long term roadwork speed zone within the vicinity of the construction site, which is also consistent with the EIS.

Short term road and footpath occupancy will be required to facilitate; tree removal, ground retention, hoarding installation and driveway construction.

The EIS documents the performance of intersections in close proximity to the Pymont East and West construction sites, taking into consideration the construction traffic generation of the proposed works. The intersection performance is summarised in Table 9.

The intersection performance shows that most intersections would continue to operate satisfactorily at LoS C or better, with or without the proposed Pymont East and West construction works, except for the Pymont Bridge Road / Bank Street intersection which would operate at LoS F, regardless of the construction. Pymont Bridge Road / Harris Street intersection would have the LoS reduced from B to C in the AM peak with construction traffic, albeit the intersection LoS is still good.

Table 9: Modelled Intersection Performance – Pymont Station Construction Site (during Peak Construction Activates)

| Intersection                                      | AM Peak                               |     |                                    |     | PM Peak                               |     |                                    |     |
|---|---------------------------------------|-----|------------------------------------|-----|---------------------------------------|-----|------------------------------------|-----|
|   | Future year 2024 without construction |     | Future year 2024 with construction |     | Future year 2024 without construction |     | Future year 2024 with construction |     |
|   | Delay (sec)                           | LoS | Delay (sec)                        | LoS | Delay (sec)                           | LoS | Delay (sec)                        | LoS |
| Pymont Bridge Road and Bank Street                | >100                                  | F   | >100                               | F   | >100                                  | F   | >100                               | F   |
| Pymont Bridge Road and Harris Street              | 26                                    | B   | 33                                 | C   | 26                                    | B   | 22                                 | B   |
| Pymont Bridge Road and Pymont Street              | 19                                    | B   | 21                                 | B   | 21                                    | B   | 21                                 | B   |
| Darling Drive, Union Street and Murray Street     | 26                                    | B   | 25                                 | B   | 31                                    | C   | 31                                 | C   |
| Darling Drive and Harbourside Access Road         | 4                                     | A   | 5                                  | A   | 3                                     | A   | 3                                  | A   |
| Union Street and Edward Street                    | 15                                    | B   | 15                                 | B   | 20                                    | B   | 14                                 | A   |
| Union Street and Pymont Street                    | 14                                    | A   | 17                                 | B   | 14                                    | A   | 14                                 | A   |
| Harris Street and Allen Street                    | 26                                    | B   | 26                                 | B   | 28                                    | B   | 28                                 | B   |
| Harris Street, Fig Street and Western Distributor | 56                                    | D   | 56                                 | D   | 38                                    | C   | 38                                 | C   |

Source: Response to Submission Report – Appendix B Modelled Intersection Performance (2022)

As discussed in Section 5.7, the proposed daily and peak hour construction traffic generation is consistent with the RTS during the demolition stage.

The intersection performance is modelled based on the peak construction activities in 2024, with spare capacity at the key intersections surrounding the Pymont East construction site. Given the construction traffic generation is generally lower during the demolition works, when compared to the peak construction period,

traffic impacts during the demolition works are expected to be less than what is shown in the above intersection performance.

Therefore, the impacts of the proposed Pymont East demolition works would be no worse than what was identified in the EIS for the peak construction activities in 2024.

Furthermore, the existing road capacity will be maintained on the surrounding road network, and construction vehicles are to access and exit the site using the approved roads identified in the EIS. As such, the impact on traffic flow, including emergency vehicle access, will be minimal around the site.

## 6.2. Impact on Public Transport

The construction works will not result in any major impacts on the public transport network as all bus services, light rail services and ferry services will be maintained for the duration of the proposed works.

There are no public bus routes along the site frontages, except Pymont Bridge Road which is used infrequently during Inner West Light Rail replacement and Special Events Divisions. Thus, public transport impact is minimal.

Due to the narrowness of the footway along Pymont Bridge Rd, Class B hoarding will be installed up to 300mm from the kerb line. The offset is consistent with the power poles located along the same footpath and therefore the hoarding is not expected impact on busses. A copy of the hoarding design is provided for information in Appendix E.

A tool drop-off and storage facility will be provided on-site. This will allow construction workers to drop off and store their tools, allowing them to use public transport to travel to and from the site.

The peak number of construction workers at the Pymont East construction site during the demolition works is expected to be 20 workers at any one time. The EIS identifies the peak construction workers for the Pymont East construction site to be 120 workers at any one time, which is higher than what JCG JV proposes.

It is expected that construction workers would travel to / from the construction site using various public transport modes available within the site vicinity. Considering the small workforce and the trip distribution across different transport modes, the impact on public transport is expected to be minimal and would be no worse than what was identified in the EIS.

## 6.3. Impact on Pedestrians

The proposed works will not result in any major pedestrian impacts as pedestrian movements will be maintained on the existing footpath under the B-class hoarding along the site frontages.

Sort term footpath closures (no longer than one shift for each implementation), will be required on all streets adjacent the site during the preparatory works and hoarding installation.

Traffic controllers will be deployed where the site access / egress interfaces with pedestrians to manage pedestrian movements across the Edward Street, Union Street, and Pymont Bridge Road driveways and construction vehicle movements in and out of the site. Pedestrians on the footpath will always have the right of way. Where required, concertina gates will be used to hold pedestrian movements for a short period (maximum of one minute) to facilitate construction vehicle movements and increase the safety of pedestrians traveling past the construction site. This is expected to have minimal impacts on pedestrian walk time.

Advanced warning sign will be erected to warn and inform pedestrians of the changes in travel conditions and the traffic arrangement in place.

## 6.4. Impact on Cyclists

The proposed works will not result in any major impacts on cyclist activities in close proximity to the construction site. All cycle routes will be maintained for the duration of the proposed works.

## 6.5. Impact on Property and Utility Access

No impacts are expected on property and utility access from the proposed works as accesses to all surrounding properties and utilities will be maintained at all times.

## 6.6. Impact on Emergency Service and Access

The proposed works will not result in any impacts on emergency services and associated emergency accesses to and from nearby properties as emergency accesses to the subject site and neighbouring sites will be maintained at all times.

An Emergency Management Plan is being prepared to detail the standard operating procedures for managing incident and access for emergency services.

In the event of a traffic and transport related incident, the primary point of contact for incident management would be Customer Journey Management (CJM), Customer Journey Planning (CJP), Transport Coordination and TMC's Operations Manager. Ongoing liaison would be undertaken with the police and emergency service agencies throughout the construction period and a 24-hour contact would be made available for 'out-of-hour' emergencies and accesses.

## 6.7. Impact on On-Street Parking

### 6.7.1. Edward Street

The CPAS proposed removal of one parking space on the east side of Edward Street to facilitate widening of the driveway. However, this is not required in the demolition stage given the existing driveway is sufficient to accommodate the access movement of a 12.5m HRV into the site.

### 6.7.2. Union Street

As discussed in Section 4.7, the on-street parking in close proximity of the site has an average peak capacity of 87% and the overall parking demand of the whole Pyrmont survey area observed to be 70% across weekdays and weekends. This indicates there is spare capacity on the surrounding on-street parking spaces to accommodate the peak parking demand.

JCG JV will maintain the two westbound lanes in Union Street, despite the RTS stating that these westbound lanes will be closed between Pyrmont Bridge Road and Edward Street which would result in the removal of seven parking spaces on the south side of Union Street.

Following the demolition scope JCG intend to reinstate the redundant driveway on Union St, creating two additional car spaces. In other words, JCG JV will be able to gain nine parking spaces in Union Street as compared with the RTS, this is expected to be maintained throughout the full duration of the ETP works.

### 6.7.3. Pyrmont Bridge Road

There will be no changes to the existing No Stopping zone in Pyrmont Bridge Road.

### 6.7.4. Construction Worker Parking

There will be no provision of on-site parking spaces for construction workers. All workers will be instructed not to park in local roads and to use the extensive public transport available around the construction site as well as the commercial off-street parking facilities. Car sharing amongst construction workers will also be strongly encouraged. Construction workers will be informed and advised to not use any on-street parking to access the construction site. These initiatives will be introduced and stressed on during the site induction trainings and toolbox talks.

Furthermore, a tool drop-off and storage facility will be provided on-site. This will allow construction workers to drop off and store their tools, allowing them to use public transport to travel to and from the site. As such, the traffic impact of construction staff is considered insignificant.

Construction heavy vehicles will park wholly within the site boundary, and must not park in the surrounding on-street parking. Callup of heavy vehicles will be managed by an onsite logistics co-ordinator who will use a telematic system to provide visibility of the truck location on the road network and call up trucks as required to ensure vehicles do not queue or idle on public roads.

JCG JV is currently liaising and under negotiation with TfNSW regarding potential truck marshalling areas in the local vicinity. The marshalling areas are expected to be utilised for construction deliveries, which would minimise the impacts on sensitive land users and reduce the likelihood of construction trucks idling and queuing on state and regional roads.

Therefore, no major impacts are expected on the nearby on-street parking.

## 6.8. Impact on Special Events

A summary of the special events, which would be held in close proximity to the Pyrmont East construction site include, but are not limited to, those provided in Table 10.

Table 10: Planned Special Events in Close Proximity to the Pyrmont East Construction Site

| Indicative Month | Event                             | Location                           | Impacted Street   |
|------------------|-----------------------------------|------------------------------------|---|
| April            | Anzac Day Service                 | Union Square and Anzac Bridge      | Harris Street, Union Street                               |
| September        | Pyrmont Food and Wine Festival    | Pirrama Park                       | Harris Street, Pirrama Road, Murray Street                |
| October          | Seven Bridges Walk                | Pyrmont Bridge and Pyrmont Village | Anzac Bridge, Pirrama Road, Murray Street, Pyrmont Bridge |
| December         | Pyrmont Village Christmas Concert | Pirrama Park                       | Pirrama Road  |
| December         | Christmas Carols                  | Union Square                       | Harris Street, Union Street                               |
| February         | Sydney Harbour 10k                | Pirrama Rd                         | Pirrama Rd, Pyrmont Bridge Rd                             |
| September        | Sydney Running Festival           | TBA                                | TBA   |
| May              | Sydney Half Marathon              | TBA                                | TBA   |

Majority of the listed events occur on an annual basis, with the Anzac Day service generally taking place on Anzac Day public holiday, and Christmas Carols and Pyrmont Village Christmas concert taking place on a Friday evening after 6pm. Seven bridges walk usually takes place on a Sunday. These events fall outside of the standard construction working hours, hence no major impacts on the events are expected from the proposed works.

The Pyrmont food and wine festival taking place at Pirrama Park usually extends across one whole weekend in September. Festival attendees are likely to use Pirrama Road, Murray Street and Harris Street to access the festival. These roads are located away from the Pyrmont East construction site and the proposed haulage route. Considering the generally low construction traffic on Saturday and Sunday falling outside of the standard construction work hours, no major construction impacts are expected on the event.

Ongoing liaisons with event organisers and TfNSW and Customer Journey Planning would be undertaken to manage the potential impacts on the event attendees, general public and the construction works.



## 6.9. Cumulative Impacts

The EIS identifies the new Sydney Fish Market, Cockle Bay Wharf mixed-use development, The Western Distributor Transport Corridor project and the Harbourside Shopping Centre redevelopment as major projects in close proximity to the Pyrmont East construction site. While these projects have potential to generate traffic and transport impacts, the EIS does not consider these projects would significantly affect the Pyrmont East construction site, therefore no modelling has been undertaken for the cumulative assessment with this proposal on the surrounding road network.

No other major projects have been identified in the vicinity of the site. Therefore, the cumulative impacts would be no worse than what was identified in the EIS.

## 7. Environmental Control Measures

There are no significant changes to the road network, active transport, and parking, the expected impacts are minimal for the demolition phase of the works.

However, management and mitigation measurements are to be implemented to minimise any impacts on the road environment which are outlined in the sections below.

### 7.1. General Traffic Management Measures

Effective traffic and transport management enables the provision of a safe road environment, which contributes to the success of the Project. The following management measures in Table 11 are proposed to minimise the impacts of the proposed works.

Table 11: Traffic Management Measures

| Management and Mitigation Measures  | Responsibility   |
|---|--|
| Traffic controllers with approved clothing shall be provided to guide and control pedestrians on the footpath while trucks are entering/exiting the site and divert pedestrians around the proposed footpath closure.   | Traffic and Transport Manager<br>Site Project Manager  |
| Concertina gates and traffic controller would be deployed to temporarily hold pedestrians on either side of the driveway whenever a truck is entering/ exiting the site.  | Site Project Manager<br>Traffic Controller             |
| Nominated construction haulage route would be communicated to truck drivers and adhered to. Where practicable, these routes shall involve using major arterial roads, before using local roads.   | Traffic and Transport Manager<br>Site Project Manager  |
| Material haulage would be managed to maximise vehicle loads and minimise vehicle movements, where practicable.  | Site Project Manager                                   |
| All traffic control plans shall comply with AS1742.3:2002 Traffic Control Devices for Works on Roads and Roads and Maritime's Traffic Control at Work Sites.  | Traffic and Transport Manager<br>Environmental Officer |
| General signposting would be displayed on the hoardings with the appropriate warning signs to guide pedestrians across the site access driveways. Signposting would also be displayed at the footpath closure to inform and direct pedestrians onto the nominated detour route. | Site Project Manager                                   |
| Clean-up crews, including street sweepers, would be available to manage material spills.  | Site Project Manager                                   |
| All loads except loads carrying machineries and metals (steel reinforcement, black iron, heavy steel, etc.) would be covered prior to leaving site.   | Site Project Manager                                   |
| General public access to surrounding areas including commercial, retail and residential properties would be maintained during excavation and construction.  | Traffic and Transport Manager<br>Site Project Manager  |
| Hoardings would be utilised to separate pedestrians and site vehicle movements and to provide overhead protection.  | Traffic and Transport Manager<br>Site Project Manager  |
| Upon completion of the Sydney Metro station works, vehicular crossings would be removed, and footpath would be restored to at least the state which existed prior to the commencement of the works unless identified as a hand over item to the follow on Contractor.           | Sydney Metro Project Manager                           |

## 7.2. Traffic Guidance Scheme / Vehicle Movement Plans

Traffic guidance scheme or TGS (previously known as Traffic Control Plan (TCP)) and vehicle movement plan details the arrangement of signage and traffic devices to manage traffic at and around the construction site. The preparation of TGSs generally considers the followings:

- Warning signage for vehicles and pedestrians at the site access to alert them of the presence of heavy vehicle traffic, warn/ inform drivers of changes to the usual road conditions, and to guide drivers through the construction site area.
- Qualified traffic controllers to manage pedestrian and control activities at the proposed site access and proposed footpath closure.
- The movement of trucks to and from the site access would be maintained under normal traffic conditions.
- Pedestrians and all passing vehicles will have the right of way at all times.
- The construction site would be separated from pedestrians and general traffic by erection of hoarding around the site boundaries.
- All traffic signage would be clean, clearly visible and not obscured.
- All vehicle movements generated by the proposed works would be minimised during the peak hours, where possible.

The TGS is shown in Appendix B while the VMP is shown in Appendix D.

## 7.3. Construction Parking Access Strategy

Construction Parking and Access Strategy is being developed to detail the loss of parking resulted from the proposed works, including the loss of parking already identified in the EIS. The plan would outline the parking arrangements including identification of impacts and proposed mitigation measures, where relevant.

## 8. Compliance Management

### 8.1. Training and Competency

All construction workers, contractors and utility staff will undergo site induction training for traffic and transport and access management issues. During the induction training, the following items will be communicated:

- Existence and requirements associated with this CTMP
- Relevant legislation and guidelines
- Nominated construction haulage routes
- Construction parking and access / egress requirements

### 8.2. Inspection and Monitoring

Regular inspections will be conducted by the Foremen for the compliance of the implementation of this CTMP in conformance with the Construction Traffic Management Framework and TCaWS manual. All critical safety defects will be rectified as soon as practicable.

Long-term traffic management setups will be inspected weekly with minor issues recorded and rectified within a reasonable timeframe. More significant issues will be recorded for rectification. The inspections will be documented.

Daily inspections will be undertaken to ensure all traffic management signs and devices are properly located, oriented and maintained in an effective condition.

All critical safety defects caused by the project activities, to any road, footpath, shared path or cycleway which is open to the public will be rectified as soon as practicable. Temporary rectification (e.g. cold mix, plating and etc.) might be used as interim solution prior to permanent rectification works to the conditions it was in prior to the occurrence of the damage.

### 8.3. Complaints

The comments and complaints received from all relevant stakeholders will be recorded in the Complaints Register. JCG JV team will work toward addressing the complaints to minimise the impacts of the identified issues and increase stakeholders satisfaction. A copy of the Complaints Register will be provided to TfNSW and relevant stakeholders.

### 8.4. Road Safety Auditing

Road safety audits (both internal and external) will be undertaken to assess the effectiveness of the proposed management measures, compliance with this site-specific CTMP, CoA and other relevant approvals, license and guidelines. The audits will be undertaken by independent road safety auditors to assess the safety performance of new or modified local road, parking, pedestrians and cycle infrastructure (including ancillary facilities) to ensure the requirements of relevant design, engineering and safety guidelines are met.

The audit will be undertaken by an appropriately qualified and experienced road safety auditors during the detailed design development (audits of plans) and audits findings. Recommendations must be actioned prior to the commencement of the construction of the relevant infrastructure.

### 8.5. Reporting

JCG JV would report to the TMC, TTLG and other stakeholders about all traffic and transport management issues related to the Project. Reporting requirements and responsibilities are documented in the CEMP. Additional reporting associated with traffic and transport issues are outlined below.



### 8.5.1. Monthly Reporting

A monthly report would be submitted to TfNSW and TMC during construction until the completion of the construction activities. The following components will be routinely reported:

- Current and upcoming critical issues, including those identified by TfNSW, traffic and transport liaison group and other relevant stakeholders, and the proposed measures to address these issues
- Recent and proposed changes to traffic and parking management and their impacts on the operation of the road network and traffic systems
- Media or community information released and proposed to be released
- Recent traffic and pedestrian accidents on and in the vicinity of the proposed construction site and traffic management works, including cumulative totals
- Construction scheduling for the Project works, including the current status of all construction stages and impacts of traffic management and approved ROLs
- Approved and anticipated ROL applications, together with any associated issues of concern to the Project, TfNSW, TTLG and other relevant stakeholders, including comparisons of base-case performance indicators with those for the current and proposed traffic conditions and achieving the specified targets
- Community and media comments and complaints and JCG JV responses to these comments and complaints

### 8.5.2. TTLG Meeting Reports

Following each TTLG meeting, a report is to be submitted to TTLG and relevant stakeholder groups. The content of the meeting report would include:

- A summary of the existing and proposed ROLs, together with details on the status and critical impacts of the ROLs
- Community and media comments and complaints and JCG JV responses in addressing them.
- Issues of concern identified by the Project, TTLG or relevant stakeholder groups.

## 9. Review and Improvement

### 9.1. Continual Improvement

Management reviews will be undertaken as part of the continual improvement process. Continuous improvement of this CTMP will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement.

The continuous improvement process will be designed to:

- Identify areas of opportunity for improvement of traffic management
- Determine the cause or causes of non-conformance and deficiencies
- Develop and implement a plan of corrective and preventative actions to address any non-conformance and deficiencies
- Verify the effectiveness of the corrective and preventative actions
- Document any changes in procedures resulting from process improvement
- Make comparisons with objectives and targets.

### 9.2. CTMP Review and Amendment

This CTMP may require to be updated or revised, which would occur where there is a change to the construction scope or methodology, resulting in an increase of the potential impacts on traffic, transport or access. Any revision to the CTMP will require endorsement from TfNSW representatives and depending on the changes, approval from the Planning Secretary prior to the implementation of the update may be required. A copy of the updated CTMP addressing the changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure.

## Part B: Implementation Systems and Tools

Part B of this Sub-Plan explains how the traffic and transport impacts of the Project will be minimised. All relevant mitigation measures from the Planning Approval, REMMs, CEMF and EPL are addressed in this Section. Compliance with these systems and tools is required at all times to minimise the risk of unauthorised environmental harm.

Part B contains the following:

- **Expectations and Requirements:** These describe what is required of the Project to implement the objectives of the Environment and Sustainability Policy and achieve the intended environmental performance outcomes
- **JCG JV Response:** These are the specific actions that will be performed to demonstrate compliance with the Elements and Requirements.
- **Responsibility:** These are the people responsible for achieving compliance with the Expectations and Requirements. The key contributor is identified in bold font.
- **Deliverables:** These are the tangible outcomes that will be produced to demonstrate compliance with the Expectations and Requirements.

## Element 1: Training

Table 12: Element 1: Training

| ID  | Expectations/Requirements   | JCG JV Response   | Responsibility  | Deliverables  |
|-----|---|---|---|---|
| 1.1 | All personnel have completed an induction containing relevant traffic information before they are authorised to work on the Project | <p>The traffic component of the site induction will include information on:</p> <ul style="list-style-type: none"> <li>site access/ egress arrangements (workers, vehicles)</li> <li>pedestrian areas and no-go zones</li> <li>Driver awareness of designated routes</li> </ul> <p>Requirements to comply with approved CTMP</p>  | <p>People and Culture Manager</p> <p>Traffic and Transport Manager</p>                          | <ul style="list-style-type: none"> <li>Induction Presentation</li> </ul>  |
| 1.2 | Personnel are trained and assessed according to the training plan   | <p>JCG JV is committed to ongoing training for our personnel and subcontractors to upskill them and ensure we have the best people for the job. Targeted traffic management training will be provided including:</p> <ul style="list-style-type: none"> <li>Training and competency for heavy vehicle drivers</li> <li>Training for the traffic team, such as road safety auditing, will be delivered over the life of the proposed works.</li> </ul> <p>RMS certification requirements for the development and implementation of TGS/ CTMP</p>   | <p>People and Culture Manager</p> <p>Traffic and Transport Manager</p> <p>Logistics Manager</p> | <ul style="list-style-type: none"> <li>Signed Heavy Vehicle Code of Conduct</li> <li>RMS Certification</li> </ul> |
| 1.3 | Toolbox talks are used to reinforce key management, requirements and lessons learnt   | Toolbox talks will be held regularly during construction works and investigations. They will reinforce and reiterate information from inductions.   | <p>Approvals, Environment and Sustainability Manager</p> <p>Site Manager</p>                    | <ul style="list-style-type: none"> <li>Toolbox records</li> </ul>   |
| 1.4 | All personnel have completed an induction containing relevant traffic information before they are authorised to work on the Project | <p>All construction workers, contractors and utility staff will undergo site induction training for traffic and transport and access management issues. During the induction training, the following items will be communicated:</p> <ul style="list-style-type: none"> <li>Existence and requirements associated with this CTMP and site-specific CTMPs</li> <li>Relevant legislation and guidelines</li> <li>Nominated construction transport routes</li> <li>Construction parking and access / egress requirements</li> <li>improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.</li> </ul> | <p>People and Culture Manager</p> <p>Traffic and Transport Manager</p> <p>Logistics Manager</p> | <p>Signed Heavy Vehicle Code of Conduct</p> <p>TfNSW Certification</p>  |



Additional enhancements for pedestrian, cyclist and motorist safety near the construction sites would be implemented during construction. This would include measures such as:

- Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety
- Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers
- Providing community education and awareness about sharing the road safely with heavy vehicles
- Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking
- Road safety audits will be carried out in support of Construction Traffic Management Plans Traffic Guidance Schemes in line with the requirements of the Construction Traffic Management Framework, and identified road safety risks will be removed or reduced so far as is reasonably practicable.
- Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.

Driver training and vehicle requirements are outlined in the Sydney Metro Principal Contractor Health and Safety Standard. As described in the Construction Traffic Management Framework heavy vehicle drivers will be made fully aware by the contractor of the construction site traffic management arrangements and site-access requirements, including approach and departure routes and any heavy vehicle noise management measures required. Driver training will consider current best practice and information, including cycle awareness training. The contractor must ensure that regular briefings are provided to drivers on routes, potential changes and impacts on the routes in the form of toolbox talks. Contractors must ensure mandatory completion of the Sydney Metro project-specific heavy vehicle driver introduction training and are required to have systems in place to monitor vehicle locations at all times and report and address any identified non-conformances.

## Element 2: Monitoring and reporting

Table 13: Element 2: Monitoring and reporting

| ID  | Expectations/Requirements  | JCG JV Response  | Responsibility                                | Deliverables   |
|-----|--|--|---|--|
| 2.1 | Worksites are regularly inspected to ensure the adequacy of controls | Weekly inspection of onsite traffic management controls will be undertaken as detailed in our traffic procedures | Traffic and Transport Manager<br>Site Manager | <ul style="list-style-type: none"> <li>Inspection Reports</li> <li>Site Diary Entries</li> <li>Noise and Vibration Monitoring Records</li> </ul> |
| 2.2 | Traffic management reports are prepared in a timely manner           | Works requiring traffic management plans/ permits/ licenses submission will be identified with sufficient time   | Traffic and Transport Manager<br>Site Manager | <ul style="list-style-type: none"> <li>CTMPs / Permits / Licenses applications / approvals in accordance with nominated timelines</li> </ul>     |

### Element 3: Auditing, review and improvement

Table 14: Element 3: Auditing, review and improvement

| ID  | Expectations/Requirements  | JCG JV Response  | Responsibility   | Deliverables   |
|-----|--|--|--|--|
| 3.1 | Road safety audits are to be undertaken                                      | Section 8.4  | Traffic and Transport Manager<br>Site Manager                                  | <ul style="list-style-type: none"> <li>Road Safety Audit Reports</li> </ul>                        |
| 3.2 | Audits are undertaken to ensure compliance with the requirement of this CTMP | Procedures for corrective actions are addressed in the CEMP.<br>Audits will be performed in line with the CEMP and this CTMP and associated documents or procedures will be updated if required.   | Approvals, Environment and Sustainability Manager<br>Environment Co-ordinators | <ul style="list-style-type: none"> <li>Audit Reports</li> <li>Corrective Action Reports</li> </ul> |
| 3.3 | All non-compliances are reported and actioned                                | <p>A traffic non-conformance can generally be defined as a failure to comply with:</p> <ul style="list-style-type: none"> <li>Project Planning Approval or</li> <li>Revised Environmental Management Measures</li> </ul> <p>Where a non-conformance is raised as part of an audit or an incident or complaint investigation the audit, incident or complaint report may be used to close out the non-conformance and it is not necessary to raise a separate non-conformance reporting process.</p> <p>Corrective and Preventative Actions may also be raised in accordance with the CEMP.</p> | Approvals, Environment and Sustainability Manager<br>Environment Co-ordinators |  |

## Element 4: Project specific requirements

### Condition of Approval (SSI 19238057)

Table 15: Conditions of Approval (SSI 19238057)

| ID  | Requirements (Conditions)  | JCG JV Response (refer to this report section)        | Responsibility   | Timing                               |
|-----|--|---|--|--------------------------------------|
| D67 | Access to all utilities and affected properties must be maintained where practicable, unless otherwise agreed with the relevant utility owner, landowner or occupier.  | Section 6.5   | Site Project Manager   | Commencement of construction         |
| D68 | Any property access physically affected by the CSSI must be reinstated to at least an equivalent standard, unless otherwise agreed by the relevant landowner or occupier.  | Section 6.5   | Site Project Manager   | Pending identification of the impact |
| D69 | During construction of the CSSI, all reasonably practicable measures must be implemented to maintain pedestrian, cyclist and vehicular access to, and parking in the vicinity of affected businesses / traders. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses / traders and relevant Councils and implemented prior to the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption. | Section 6.3, Section 6.4, Section 6.5 and Section 6.7 | Site Project Manager<br>Stakeholder and Community Engagement Director<br>Traffic Manager | Pre-construction                     |
| D71 | The locations of all heavy vehicles used for spoil haulage for the CSSI must be monitored in real time and the records of monitoring be made available electronically to the Planning Secretary and the EPA upon request for a period of no less than one (1) year following the completion of construction.   | Section 5.4.3   | Traffic Manager  | Pre-construction                     |
| D72 | Construction Traffic Management Plan (CTMPs) must be prepared in accordance with the Construction Traffic Management Framework. A copy of the CTMPs must be submitted to the Planning Secretary for information before commencement of any construction in the area identified and managed with the relevant CTMP.   | The OCTMP as well as this site-specific CTMP          | Traffic Manager  | Pre-construction                     |
| D73 | Local roads proposed to be used by heavy vehicles to directly access construction sites that are not identified in the documents listed in Condition A1 must be approved by the Planning Secretary and be included in the CTMPs.   | Section 5.4   | Traffic Manager  | Pre-construction                     |
| D74 | All requests to the Planning Secretary under Condition D73 must include the following:   |   |  |                                      |



|     |  |  |                                  |                  |
|-----|--|--|----------------------------------|------------------|
|     | (a) a swept path analysis;   | Appendix A                               | Traffic Manager                  | Pre-construction |
|     | (b) demonstration that the use of local roads by heavy vehicles for the CSSI will not compromise the safety of pedestrians and cyclists or the safety of two-way traffic flow on two-way roadways;   | Section 5.4, Section 6.3 and Section 6.4 | Traffic Manager                  | Pre-construction |
|     | (c) details as to the date of completion of the road dilapidation surveys for the subject local roads;   | Section 0                                | Interface & Integration Director | Pre-construction |
|     | (d) measures that will be implemented to avoid where practicable the use of roads past schools, aged care facilities and child care facilities during their peak operation times; and  | Section 5.4                              | Traffic Manager                  | Pre-construction |
|     | (e) written advice from an appropriately qualified professional on the suitability of the proposed heavy vehicle route which takes into consideration items (a) to (d) of this condition.  | Section 5.4                              | Traffic Manager                  | Pre-construction |
| D75 | Prior to any local road being used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the relevant council within three (3) weeks of completion of the survey and at no later than one (1) month before the road being used by heavy vehicles associated with the construction of the CSSI. | Section 0                                | Interface & Integration Director | Pre-construction |
| D76 | If damage to roads occurs as a result of the construction of the CSSI, the Proponent must either (at the relevant council's discretion):   |  |                                  |                  |
|     | (a) compensate the relevant council for the damage so caused; or   | Section 0                                | Interface & Integration Director | Pre-construction |
|     | (b) rectify the damage to restore the road to at least the condition it was in pre-work as identified in the Road Dilapidation Report.   | Section 0                                | Interface & Integration Director | Pre-construction |
| D77 | All vehicles associated the CSSI (including light vehicles and heavy vehicles) must be managed to:   |  |                                  |                  |
|     | (a) minimise parking on public roads;  | Section 6.7                              | Traffic Manager                  | Construction     |
|     | (b) minimise idling and queueing on state and regional roads;  | Section 6.7                              | Traffic Manager                  | Construction     |
|     | (c) not carry out marshalling of construction vehicles near sensitive land user(s);  | Section 6.7                              | Traffic Manager                  | Construction     |

|     |  |  |   |                  |
|-----|--|--|---|------------------|
|     | (d) not block or disrupt access across pedestrian or shared user paths at any time unless alternative access is provided; and  | Section 6.3                              | Traffic Manager                         | Construction     |
|     | (e) ensure spoil haulage vehicles adhere to the nominated haulage routes identified in the CTMPs.  | Section 5.4                              | Traffic Manager                         | Construction     |
| D78 | A Construction Parking and Access Strategy must be prepared to identify and mitigate impacts resulting from on and off-street parking changes during construction of the CSSI.   | CPAS in a separate document              | Traffic Manager                         | Pre-construction |
| D79 | A Traffic and Transport Liaison Group(s) must be established before construction in accordance with the Construction Traffic Management Framework to inform the development of CTMPs.  | Addressed in the OCTMP                   | Construction Integration Manager        | Pre-construction |
| D80 | Supplementary analysis and modelling as required by TfNSW and / or the Traffic and Transport Liaison Group(s) must be undertaken to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations including changes to and the management of pedestrian, bicycle and public transport networks, public transport services, and pedestrian and cyclist movements. Revised traffic management measures must be incorporated into the CTMPs.                          | Addressed in the OCTMP                   | Traffic Manager                         | Pre-construction |
| D81 | Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists, and public transport users must be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be prepared in consultation with the relevant Traffic and Transport Liaison Group before the completion and use of the subject infrastructure and must be made available to the Planning Secretary upon request. | Section 8.4, Appendix G                  | Traffic Manager                         | Pre-construction |
| D82 | Safe pedestrian and cyclist access must be maintained and signposted around CSSI construction sites during construction, including during the operation of festivals and special events, in accordance with the CTMPs.<br><br>Note: Pedestrian and cyclist access around construction sites must be as direct as reasonably practicable.   | Section 6.3, Section 6.8                 | Traffic Manager                         | Pre-construction |
| D83 | The Proponent must maintain emergency vehicle access, in consultation with TfNSW, relevant Councils and emergency services at all times throughout the CSSI. Measures must be outlined in the Construction Parking and Access Strategy required under Condition D78 above.   | Section 6.6 and a separate CPAS document | Site Project Manager<br>Traffic Manager | Pre-construction |

## Revised Environmental Mitigation Measures

Table 16: Revised Environmental Mitigation Measures

| ID  | Requirements (REMM)  | JCG JV Response (refer to this report section)  | Responsibility  | Timing       |
|-----|--|---|---|--------------|
| TT1 | The community would be notified in advance of proposed road and pedestrian network changes through appropriate forms of community liaison.   | Addressed in the OCTMP  | Stakeholder and Community Engagement Director   | Construction |
| TT2 | In the event of a traffic related incident, coordination would be carried out with Transport for NSW, including Transport Coordination and/or the Transport Management Centre's Operations Manager.  | Section 6.6   | Traffic Manager   | Construction |
| TT3 | Access to properties for emergency vehicles would be provided at all times.  | Section 6.6   | Site Project Manager  | Construction |
| TT4 | Vehicle access to and from construction sites would be managed to maintain pedestrian, cyclist and motorist safety. Depending on the location, this may require manual supervision, physical barriers, temporary traffic signals and modifications to existing signals or, on occasions, police presence.  | Section 6.3 and Section 6.4   | Site Project Manager<br>Traffic Manager   | Construction |
| TT5 | <p>Additional enhancements for pedestrian, cyclist and motorist safety near the construction sites would be implemented during construction. This would include measures such as:</p> <ul style="list-style-type: none"> <li>Assessing the suitability of construction haulage routes through sensitive land use areas with respect to road safety</li> <li>Deployment of speed awareness signs in conjunction with variable message signs near construction sites to provide alerts to drivers</li> <li>Providing community education and awareness about sharing the road safely with heavy vehicles</li> <li>Specific construction driver training to understand route constraints, safety and environmental considerations such as sharing the road safely with other road users and limiting the use of compression braking</li> </ul> <p>Requiring technology and equipment to improve vehicle safety, eliminate heavy vehicle blind spots, and monitor vehicle location and driver behaviour.</p> | Section 1<br><b>Error!</b><br><b>Reference source not found.</b> ,<br>Section 5.4 and Section 6.1 | Traffic Manager<br>Stakeholder and Community Engagement Director<br>People and Culture Director | Construction |

|      |   |                              |   |                  |
|------|---|------------------------------|---|------------------|
| TT6  | All trucks would enter and exit construction sites in a forward direction, where feasible and reasonable.   | Section 5.1                  | Site Project Manager<br>Traffic Manager                                     | Construction     |
| TT7  | Construction site traffic would be managed to minimise movements during peak periods.   | Section 7.1                  | Site Project Manager<br>Traffic Manager                                     | Construction     |
| TT10 | Where existing parking is removed to facilitate construction activities, consultation would occur with the relevant local council to investigate opportunities to provide alternative parking facilities.   | Section 6.7<br>and Section 7 | Traffic Manager   | Pre-construction |
| TT11 | Construction sites would be managed to minimise the number of construction workers parking on surrounding streets by:<br>Encouraging workers to use public or active transport <ul style="list-style-type: none"> <li>Encouraging ride sharing</li> </ul> Provision of alternative parking locations and shuttle bus transfers where feasible and reasonable. | Section 5.6                  | Site Project Manager<br>Traffic Manager                                     | Construction     |
| TT18 | Access to existing properties and buildings would be maintained in consultation with property owners.   | Section 6.5                  | Site Project Manager<br>Stakeholder and<br>Community<br>Engagement Director | Construction     |



## Construction Environmental Management Framework

Table 17: Construction Environmental Management Framework

| ID      | Requirements (CEMF)                                | JCG JV Response (refer to this report section) | Responsibility   | Timing       |
|---------|--|--|--|--------------|
| 3.3 (a) | Site-specific Construction Traffic Management Plan | This Plan                                      | Traffic and Transport Manager                          | Construction |
| (b)     | Traffic Guidance Scheme                            | Section 7.2<br>Appendix B                      | Traffic and Transport Manager<br>Environmental Manager | Construction |
| (c)     | Pedestrian Movement Plans                          | No changes to pedestrian movements proposed    | N/A  | N/A          |
| (d)     | Vehicle Movement Plans                             | Section 7.2<br>Appendix D                      | Traffic and Transport Manager<br>Environmental Manager | Construction |
| (e)     | Parking Management Plan                            | Refer to the CPAS                              | Traffic and Transport Manager                          | Construction |

## Part C Appendices

### Appendix A Swept Path Analysis



VEHICLE ENTERING



EDWARD STREET

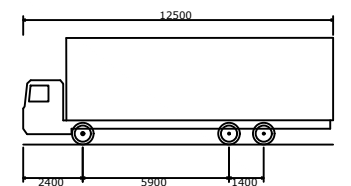
UNION STREET

PYRMONT STREET

PYRMONT BRIDGE ROAD

KEY:

|                 |         |         |
|-----------------|---------|---------|
|                 | Forward | Reverse |
| Wheel path      |         |         |
| Body envelope   |         |         |
| 500mm clearance |         |         |



|                             |         |
|-----------------------------|---------|
| HRV - Heavy Rigid Vehicle   |         |
| Overall Length              | 12500mm |
| Overall Width               | 2500mm  |
| Overall Body Height         | 4300mm  |
| Min Body Ground Clearance   | 417mm   |
| Track Width                 | 2500mm  |
| Lock-to-lock time           | 6.00s   |
| Curb to Curb Turning Radius | 12500mm |

| REV. | DESCRIPTION          | DRAWN | CHECK | APP'D | DATE     |
|------|----------------------|-------|-------|-------|----------|
| A    | ISSUE FOR DISCUSSION | SC    | DL    | DL    | 13/02/23 |
| B    | FOR INFORMATION      | SC    | DL    | DL    | 03/04/23 |
|      |                      |       |       |       |          |
|      |                      |       |       |       |          |
|      |                      |       |       |       |          |



|         |  |
|---------|--|
| PROJECT | SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE<br>PYRMONT EAST - DEMOLITION STAGE       |
| TITLE   | SWEPT PATH ANALYSIS - ENTERING VIA EDWARD STREET<br>AS2890.2 12.5m HEAVY RIGID VEHICLE |

|             |               |
|-------------|---------------|
| DWG No.     | 21480CAD-PY   |
| FIGURE _1   |               |
| DATE STAMP  | 03 APRIL 2023 |
| PROJECT No. | 21480         |
| SCALE       | Custom @A3    |
| REV.        | B             |

Filename: 21480CAD-PYRMONT-E-002-202403-TGS - SWEPT PATH.dwg Date: 3 April 2023



VEHICLE EXITING



EDWARD STREET

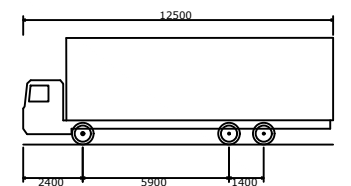
UNION STREET

PYRMONT STREET

PYRMONT BRIDGE ROAD

KEY:

Wheel path Forward Reverse  
Body envelope  
500mm clearance



HRV - Heavy Rigid Vehicle  
Overall Length 12500mm  
Overall Width 2500mm  
Overall Body Height 4300mm  
Min Body Ground Clearance 417mm  
Track Width 2500mm  
Lock-to-lock time 6.00s  
Curb to Curb Turning Radius 12500mm

| REV. | DESCRIPTION          | DRAWN | CHECK | APP'D | DATE     |
|------|----------------------|-------|-------|-------|----------|
| A    | ISSUE FOR DISCUSSION | SC    | DL    | DL    | 13/02/23 |
| B    | FOR INFORMATION      | SC    | DL    | DL    | 03/04/23 |
|      |                      |       |       |       |          |
|      |                      |       |       |       |          |
|      |                      |       |       |       |          |



|         |   |  |
|---------|---|--|
| PROJECT | SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE<br>PYRMONT EAST - DEMOLITION STAGE            |  |
| TITLE   | SWEPT PATH ANALYSIS - EXITING VIA PYRMONT BRIDGE ROAD<br>AS2890.2 12.5m HEAVY RIGID VEHICLE |  |

|             |                          |       |            |
|-------------|--------------------------|-------|------------|
| DWG No.     | 21480CAD-PY<br>FIGURE _2 |       |            |
| DATE STAMP  | 03 APRIL 2023            |       |            |
| PROJECT No. | 21480                    | SCALE | Custom @A3 |
| REV.        | B                        |       |            |



VEHICLE ENTERING



EDWARD STREET

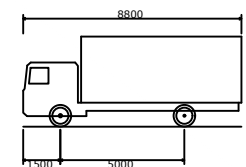
UNION STREET

PYRMONT STREET

PYRMONT BRIDGE ROAD

KEY:

|                 |         |         |
|-----------------|---------|---------|
|                 | Forward | Reverse |
| Wheel path      |         |         |
| Body envelope   |         |         |
| 500mm clearance |         |         |



|                             |         |
|-----------------------------|---------|
| MRV - Medium Rigid Vehicle  |         |
| Overall Length              | 8800mm  |
| Overall Width               | 2500mm  |
| Overall Body Height         | 3633mm  |
| Min Body Ground Clearance   | 428mm   |
| Track Width                 | 2500mm  |
| Lock-to-lock time           | 4.00s   |
| Curb to Curb Turning Radius | 10000mm |

| REV. | DESCRIPTION          | DRAWN | CHECK | APP'D | DATE     |
|------|----------------------|-------|-------|-------|----------|
| A    | ISSUE FOR DISCUSSION | SC    | DL    | DL    | 13/02/23 |
| B    | FOR INFORMATION      | SC    | DL    | DL    | 03/04/23 |
|      |                      |       |       |       |          |
|      |                      |       |       |       |          |
|      |                      |       |       |       |          |



PROJECT

SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE  
PYRMONT EAST - DEMOLITION STAGE

TITLE

SWEPT PATH ANALYSIS - ENTERING VIA EDWARD STREET  
AS2890.2 8.8m MEDIUM RIGID VEHICLE

DWG No.

21480CAD-PY  
FIGURE \_5

DATE STAMP

03 APRIL 2023

PROJECT No.

21480

SCALE

Custom @A3

REV.

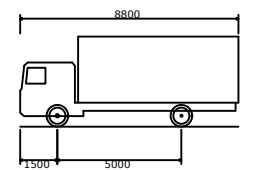
B



VEHICLE EXITING



| KEY:            |         |         |
|-----------------|---------|---------|
| Wheel path      | Forward | Reverse |
| Body envelope   |         |         |
| 500mm clearance |         |         |



|                             |         |
|-----------------------------|---------|
| MRV - Medium Rigid Vehicle  |         |
| Overall Length              | 8800mm  |
| Overall Width               | 2500mm  |
| Overall Body Height         | 3633mm  |
| Min Body Ground Clearance   | 428mm   |
| Track Width                 | 2500mm  |
| Lock-to-lock time           | 4.00s   |
| Curb to Curb Turning Radius | 10000mm |

Filename: 21480CAD-PYRMONT-E-002-202403.TGS - SWEEP PATH.dwg Date: 3 April 2023

| REV. | DESCRIPTION          | DRAWN | CHECK | APP'D | DATE     |
|------|----------------------|-------|-------|-------|----------|
| A    | ISSUE FOR DISCUSSION | SC    | DL    | DL    | 13/02/23 |
| B    | FOR INFORMATION      | SC    | DL    | DL    | 03/04/23 |
|      |                      |       |       |       |          |
|      |                      |       |       |       |          |
|      |                      |       |       |       |          |



|         |   |  |
|---------|---|--|
| PROJECT | SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE<br>PYRMONT EAST - DEMOLITION STAGE            |  |
| TITLE   | SWEPT PATH ANALYSIS - EXITING VIA PYRMONT BRIDGE ROAD<br>AS2890.2 8.8m MEDIUM RIGID VEHICLE |  |

|             |                          |       |            |
|-------------|--------------------------|-------|------------|
| DWG No.     | 21480CAD-PY<br>FIGURE _6 |       |            |
| DATE STAMP  | 03 APRIL 2023            |       |            |
| PROJECT No. | 21480                    | SCALE | Custom @A3 |
| REV.        | B                        |       |            |





Filename: 21480CAD-PYRMONT-E-002-202403.TGS - SWEEP PATH.dwg Date: 3 April 2023

| REV. | DESCRIPTION          | DRAWN | CHECK | APP'D | DATE     |
|------|----------------------|-------|-------|-------|----------|
| A    | ISSUE FOR DISCUSSION | SC    | DL    | DL    | 23/02/23 |
| B    | FOR INFORMATION      | SC    | DL    | DL    | 03/04/23 |
|      |                      |       |       |       |          |
|      |                      |       |       |       |          |
|      |                      |       |       |       |          |



|         |  |  |  |
|---------|--|--|--|
| PROJECT | SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE<br>PYRMONT EAST - DEMOLITION STAGE   |  |  |
| TITLE   | SWEPT PATH ANALYSIS - VEHICLES EXITING ONTO UNION STREET<br>AS2890.2 8.8m MEDIUM RIGID VEHICLE & 12.5m HEAVY RIGID VEHICLE |  |  |

|             |                          |      |  |
|-------------|--------------------------|------|--|
| DWG No.     | 21480CAD-PY<br>FIGURE _9 |      |  |
| DATE STAMP  | 03 APRIL 2023            |      |  |
| PROJECT No. | SCALE                    | REV. |  |
| 21480       | Custom @A3               | B    |  |



Appendix B      Traffic Guidance Scheme



THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC  
MANAGEMENT PLAN" CERTIFICATION.

CERTIFICATE NO: 0051973479  
DORIS LEE



1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
  - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
  - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
  - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
  - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
  - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
12. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD OUTSIDE THE PROPOSED WORKS ZONE.
13. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
14. QUALIFIED TRAFFIC CONTROLLERS AT THE GATE WILL BE COMMUNICATING VIA A TWO-WAY RADIO WITH ALL TRUCKS ENTERING AND LEAVING THE SITE.
15. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.
16. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.

- TRAFFIC CONTROLLERS ARE ONLY STATIONED AT THE DRIVEWAY WHEN IN USE. GIVEN THAT THE USE OF DRIVEWAYS WILL BE STAGED TO SUIT THE DEMOLITION SEQUENCE, NOT ALL DRIVEWAYS WILL BE IN OPERATION CONCURRENTLY.

- UNION STREET DRIVEWAY WILL BE USED AS AN EGRESS DRIVEWAY DURING DEMOLITION OF THE SOUTHERN BUILDING, AND THE PYRMONT BRIDGE ROAD DRIVEWAY WILL BE USED AS AN EGRESS DRIVEWAY DURING DEMOLITION OF THE NORTHERN BUILDING.









- EDWARD STREET DRIVEWAY WILL BE USED AS AN ACCESS DRIVEWAY THROUGHOUT THE DEMOLITION STAGE.

TRAFFIC CONTROLLERS TO MANAGE PEDESTRIAN MOVEMENTS ACROSS DRIVEWAYS


TRAFFIC CONTROLLER TO MANAGE WESTBOUND TRAFFIC ON UNION STREET USING A STOP / SLOW BAT TO FACILITATE HEAVY VEHICLE MOVEMENTS OUT OF THE SITE

TRAFFIC CONTROLLER TO ASSIST TRUCK DRIVER TO PICK A GAP IN TRAFFIC WHEN LEAVING THE SITE.

**LEGEND**

|   |                    |
|---|--------------------|
|  | SUBJECT SITE       |
|  | B-CLASS HOARDING   |
|  | PEDESTRIAN ROUTE   |
|  | SIGN POST          |
|  | EXISTING SIGN POST |
|  | TRAFFIC CONTROLLER |
|  | ACCESS DRIVEWAY    |
|  | CONCERTINA GATE    |

| REV. | DESCRIPTION          | DRAWN | CHECK | APP'D | DATE     |
|------|----------------------|-------|-------|-------|----------|
| A    | ISSUE FOR DISCUSSION | SC    | DL    | WJ    | 14/02/23 |
| B    | ISSUE FOR DISCUSSION | SC    | DL    | WJ    | 24/02/23 |
| C    | FOR INFORMATION      | SC    | DL    | DL    | 03/04/23 |
|      |                      |       |       |       |          |
|      |                      |       |       |       |          |
|      |                      |       |       |       |          |



PROJECT

SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE  
PYRMONT EAST - DEMOLITION STAGE

| TITLE |
|-------|
|-------|

## TRAFFIC GUIDANCE SCHEME

|         |                         |
|---------|-------------------------|
| DWG No. | 21480CAD-PY<br>FIGURE 1 |
|---------|-------------------------|

|            |               |
|------------|---------------|
| DATE STAMP | 03 APRIL 2023 |
|------------|---------------|

|             |            |     |
|-------------|------------|-----|
| PROJECT No. | SCALE      | REV |
| 21480       | CUSTOM @A3 |     |



Appendix C      Road Safety Audit



# Pymont East Site – Demolition Design Road Safety Audit

Prepared for:

JCG JV

4 April 2023

The Transport Planning Partnership

# Pymont East Site – Demolition Design Road Safety Audit


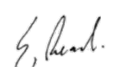
Client: JCG JV

Version: V03

Date: 4 April 2023

TPP Reference: 21480

## Quality Record

| Version | Date      | Prepared by | Reviewed by  | Approved by  | Signature   |
|---------|-----------|-------------|--------------|--------------|---|
| V01     | 15/2/2023 | Adeline Sim | Stephen Read | Stephen Read | -   |
| V02     | 16/2/2023 | Adeline Sim | Adeline Sim  | Adeline Sim  |  |
| V03     | 04/4/2023 | Adeline Sim | Stephen Read | Stephen Read |  |

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## APPENDICES

### A. DESIGN DRAWINGS

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# 1 Road Safety Audit Summary

---

|                       |  |
|-----------------------|--|
| Audited project:      | Pymont East Site – Demolition  |
| Client:               | JCG JV   |
| Project manager:      | Nathan Bryant  |
| Email address:        | [REDACTED]   |
| Telephone:            | [REDACTED]   |
| Audit Team:           | Stephen Read (level 3 lead road safety auditor)<br>Adeline Sim (level 2 road safety auditor) |
| Audit type:           | Design   |
| Commencement meeting: | N/A  |
| Audit date:           | 4 April 2023   |
| Completion meeting:   | Not required   |

---

## 2 Introduction

### 2.1 Background

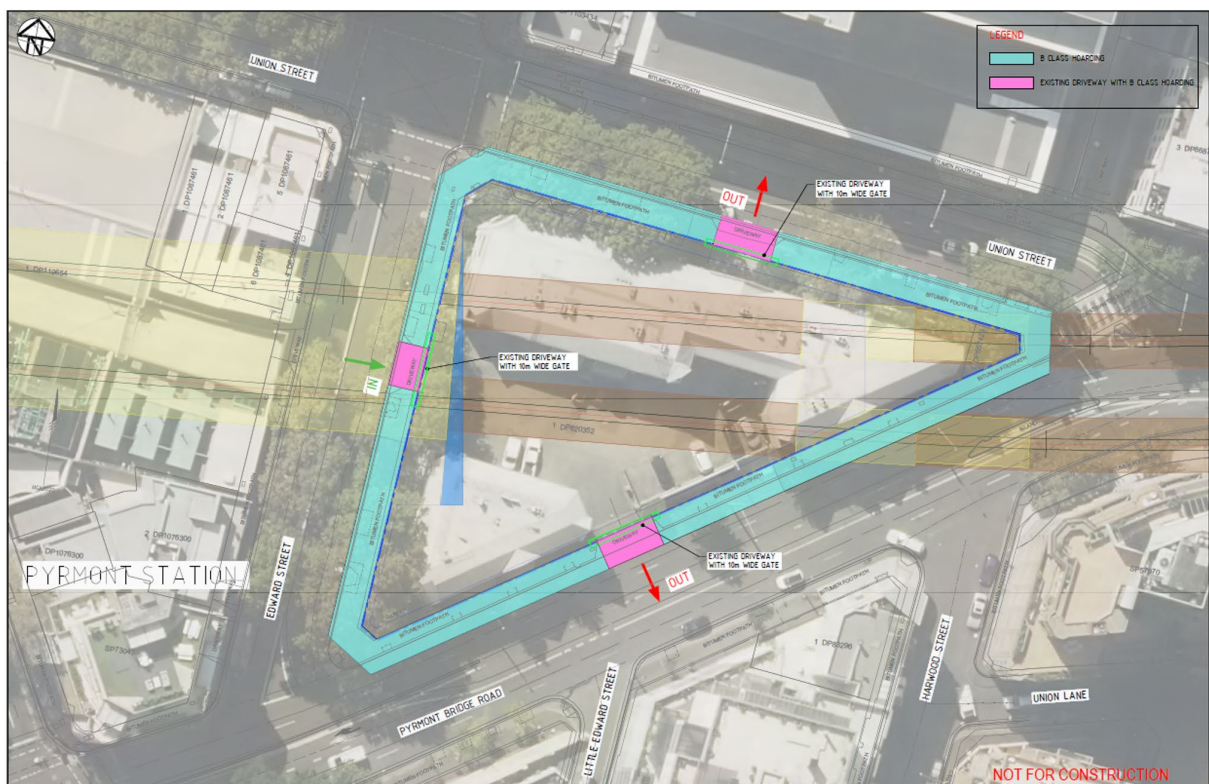
This report has been prepared on behalf of JCG JV to present road safety audit findings that have been identified from the proposed traffic control measures for the demolition of the mid-rise building at 37-69 Union Street, Pyrmont. This site is known as the Pyrmont East site, which will be established to be a metro station as part of the Sydney Metro West Eastern Tunnelling Package.

The following driveways will be used by construction for vehicles up to 12.5m long:

- Existing driveway on Edward Street to accommodate the access movement only
- Existing driveway on Union Street to accommodate the exit movement only when the northern building is being demolished
- Existing driveway on Pyrmont Bridge Road to accommodate the exit movement only when the southern building is being demolished.

The driveways will be used by stage to suit the demolition sequence as shown in Figure 2.1, therefore not all driveways will be in operation concurrently.

**Figure 2.1: Existing Driveways To be Used during Demolition**



Closure of the northern footpath on Pymont Bridge Road would result in diverting pedestrians to the footpath on the east side of Edward Street and south side of Union Street, without traversing crossings at any intersections.

## 2.2 Audit Objective

The objective of this Audit is to examine the road safety issues associated with the traffic and pedestrian management controls that will be implemented during demolition of the existing buildings at the Pymont East site.

## 2.3 Procedures and Reference Material

The procedures used are described in the following guidelines:

- Roads and Maritime Services' 2011 Guidelines for Road Safety Audit Practices
- Austroads Guide to Road Safety 2022: Part 6 Road Safety Audits

## 2.4 Audit Team

The RSA was carried out by the following team:

- Stephen Read (RSA-02-0652) – level 3 road safety auditor (lead auditor)
- Adeline Sim (RSA-02-1527) – level 2 road safety auditor (team member)

Stephen and Adeline are registered road safety auditors with the NSW Centre for Road Safety and are experienced in traffic engineering and design/ inspection of traffic management schemes. Both auditors are independent of the road design process.

## 3 Road Safety Audit Program

### 3.1 Commencement Meeting

A formal meeting was not held.

### 3.2 Site and Field Audit

The audit team has undertaken a site inspection in day and night conditions for the area covered in the scope of this audit on 4 April 2023. The weather condition was fine and visibility was good. The site visit was recorded through photographs and video recordings.

### 3.3 Completion Meeting

Not required.



## 4 Road Safety Audit Findings

### 4.1 Introduction

Table 4.1 provides specific details of the road safety deficiencies and a risk rating as extreme, high, medium, low or negligible. The risk ratings have been based on the risk matrix presented in Table 4.1, which has been adopted from the latest Austroads Guide to Road Safety: Road Safety Audit (2022).

**Table 4.1: Risk Matrix**

|                                   |                |                   | Severity        |                 |  |                      |                                   |
|-----------------------------------|----------------|-------------------|-----------------|-----------------|--|----------------------|-----------------------------------|
|                                   |                |                   | Insignificant   | Minor           | Moderate   | Serious              | Fatal                             |
|                                   |                |                   | Property damage | Minor first aid | Major first aid and/or presents to hospital (not admitted) | Admitted to hospital | Death within 30 days of the crash |
| Likelihood<br>(includes exposure) | Almost Certain | One per quarter   | Medium          | High            | High   | Extreme (FSI)        | Extreme (FSI)                     |
|                                   | Likely         | Quarter to 1-year | Medium          | Medium          | High   | Extreme (FSI)        | Extreme (FSI)                     |
|                                   | Possible       | 1 to 3 years      | Low             | Medium          | High   | High (FSI)           | Extreme (FSI)                     |
|                                   | Unlikely       | 3 to 7 years      | Negligible      | Low             | Medium   | High (FSI)           | Extreme (FSI)                     |
|                                   | Rare           | 7 years+          | Negligible      | Negligible      | Low  | Medium (FSI)         | High (FSI)                        |

The terms in Table 4.1 are described below.

Likelihood:

- Almost certain – occurrence once per quarter
- Likely – occurrence once per quarter to once per year
- Possible – occurrence once per year to once every three years
- Unlikely – occurrence once every three years to once every seven years
- Rare – occurrence less than once every seven years.

Severity:

- Insignificant – property damage
- Minor – minor first aid
- Moderate – major first aid and/or presents to hospital (not admitted)
- Serious – admitted to hospital
- Fatal – at scene or within 30 days of the crash.

Priority:

- Negligible – no action required
- Low – should be corrected or the risk reduced if the treatment cost is low
- Medium – should be corrected or the risk significantly reduced, if the treatment cost is moderate, but not high
- High – should be corrected or the risk significantly reduced, even if the treatment cost is high
- Extreme – must be corrected regardless of cost.

## 4.2 Responding to the Audit Report

As set out in the road safety audit guidelines, the responsibility for the road rests with the project manager, not with the auditor. The project manager is under no obligation to accept the audit findings. Neither is it the role of the auditor to agree to, or approve the project manager's responses to the audit.

The audit provides the opportunity to highlight potential road safety problems and have them formally considered by the project manager in conjunction with all other project considerations.

## 4.3 Road Safety Audit Findings



The audit findings are documented in Table 4.2 which provides:

- specific details of the road safety issues identified during the audit
- a risk level rating for each of the road safety audit findings.

It should be acknowledged that positive attributes of the audited road section have not been discussed. Deficiencies that do not cause a safety problem are also not listed.

In-line with TfNSW's best practice recommendations have not been included in the road safety audit findings.

**Table 4.2: Road Safety Audit Findings**

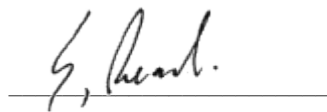
| Item No. | Location                   | Descriptions of Findings   | Photo  | Likelihood | Severity | Risk Rating | Designer Response   |
|----------|----------------------------|--|--|------------|----------|-------------|---|
| 1.       | Pymont Bridge Rd eastbound | <p>Trucks (12.5m) turning left from Pymont Bridge Road into Edward Street are required to straddle across two lanes.</p> <p>Vehicles traveling in the adjacent lane may not be aware of the truck taking up two lanes prior to turning left into Edward Street and this could cause side swipe crashes.</p> <p>However, we note that this movement is permitted in the NSW road rules for trucks with the correct signage.</p> |  | Rare       | Minor    | Negligible  | <p>JCG JV to ensure construction vehicles longer than 7.5m are to display a Do Not Overtake Turning Vehicle sign at the back, in accordance with Road Rule 32.</p> <div>  </div> |

## 5 Concluding Statement

The findings and opinions in the report are based on the examination of the specific road and environs, and might not address all concerns existing at the time of the audit.

The auditors have endeavoured to identify features of the road that could be modified in order to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as absolutely safe.

While every effort has been made to ensure the accuracy of this report, it is made available strictly on the basis that anyone relying on it does so at their own risk without any liability to the Auditors.



Stephen Read  
Level 3 Lead Road Safety Auditor  
The Transport Planning Partnership



---

Adeline Sim  
Level 2 Road Safety Auditor  
The Transport Planning Partnership



# Appendix A

## Design Drawings

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Suite 402 Level 4, 22 Atchison Street  
St Leonards NSW 2065

P.O. Box 237  
St Leonards NSW 1590

02 8437 7800

[info@tpp.net.au](mailto:info@tpp.net.au)

[www.tpp.net.au](http://www.tpp.net.au)

Appendix D      Vehicle Movement Plan

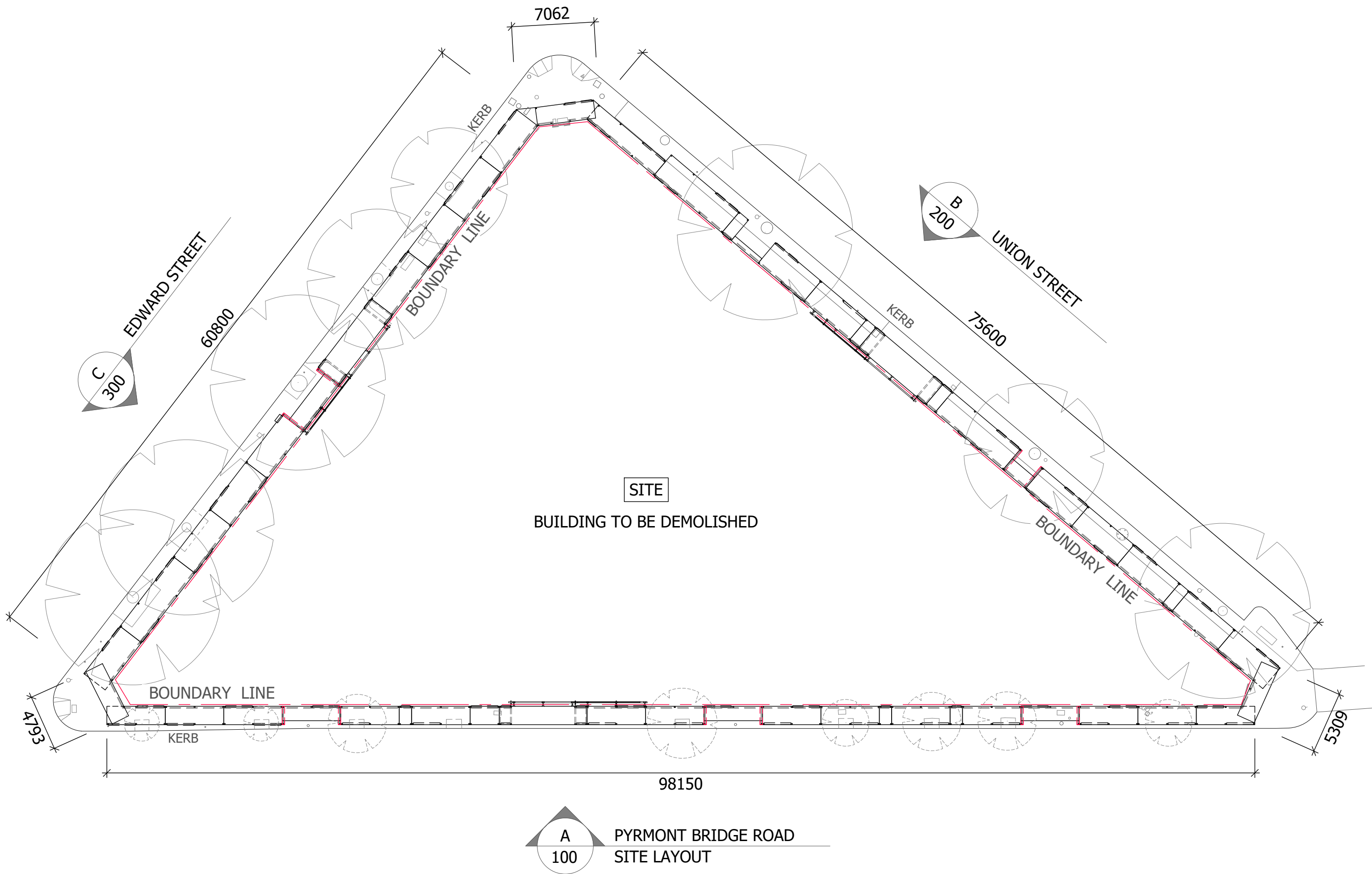
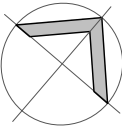






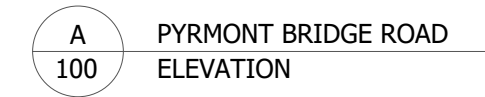
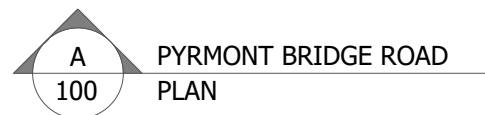
Appendix E      Hoarding Design

NORTH



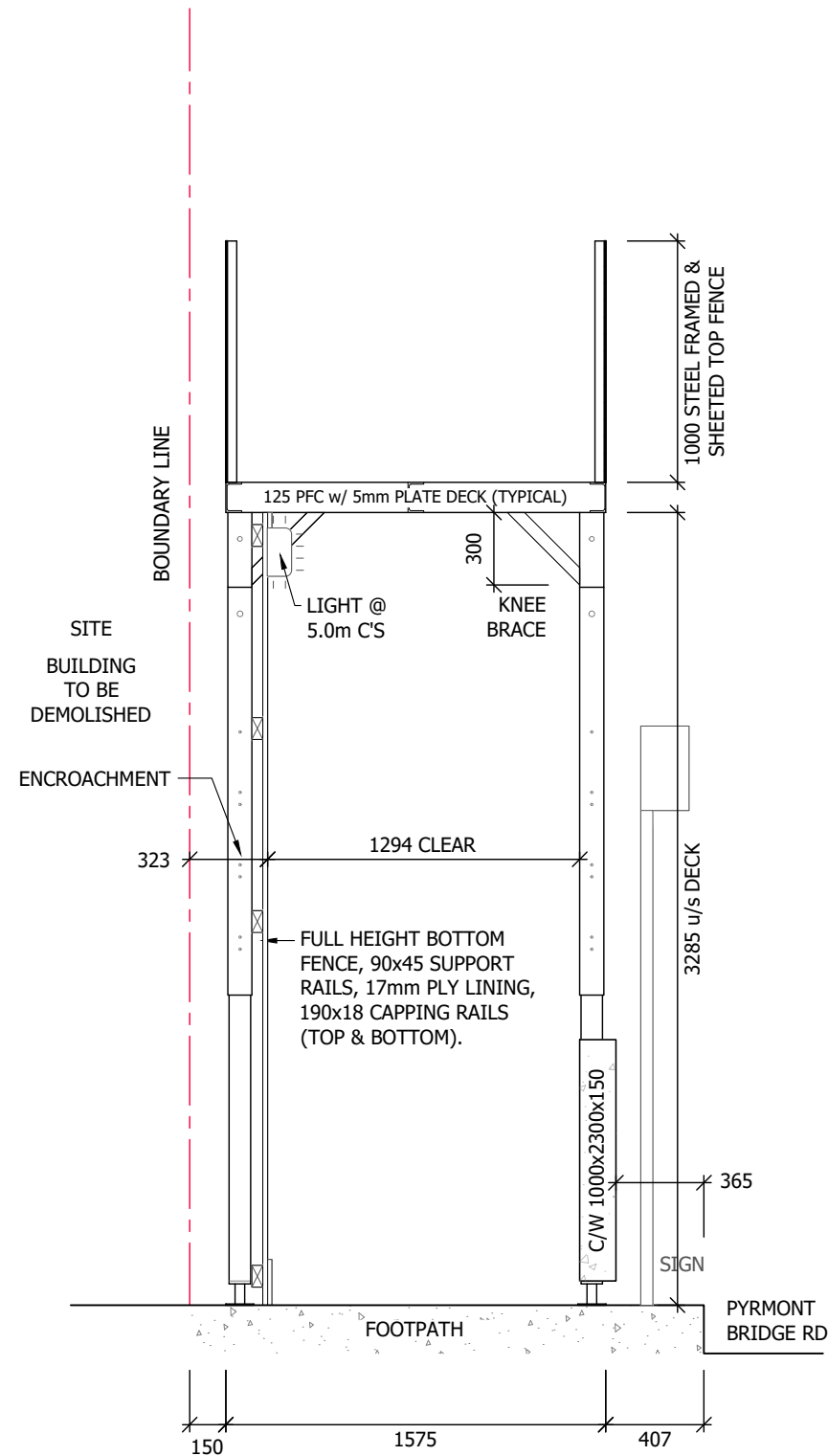
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| <div>DESIGN LOAD NOTES:<br/>LIVE LOAD DESIGN RATING: 10 kPa<br/>1. *MAX. LIVE LOAD RATING : 4 kPa<br/>* 40% max design load rating in accordance with workcover requirements for overhead protective structures<br/>2. ALL LOADS TO BE TO BE EVENLY DISTRIBUTED ACROSS THE FULL WIDTH OF THE HOARDING BY A SUITABLY SIZED SPREADER BEAM COMPLIANT WITH AUSTRALIAN STANDARDS.</div> | <div>COLOURS:<br/>- STRUCTURE, TOP &amp; BOTTOM FENCE: BLACK<br/>- UNDERSIDE OF DECK: WHITE</div>              | <div>PROJECT LOCATION:<br/>PYRMONT EAST TUNNELLING PROJECT<br/>SYDNEY</div>  | <div>PROPOSED HOARDING FOR:<br/>MANN GROUP</div>                                     | <div>DRAWING TITLE:<br/>SITE LAYOUT</div>   | <div>ALESSI JOB NO:<br/>207000</div>  | <div>HOARDINGS JOB NO:<br/>TH13390</div> | <div>DRAWING NO:<br/>001</div>       | <div>ISSUE:<br/>01</div> |
|  | <div>HOARDING TO BE WATERPROOFED</div>   | <div>HOARDINGS BY:<br/>TOTAL HOARDINGS P/L<br/>22 POWERS ROAD, SEVEN HILLS, NSW 2147<br/>PHONE: (02) 8811 2900 FAX: (02) 9674 9200<br/>www.hoardings.com.au sales@hoardings.com.au<br/>Postal: PO BOX 908, SEVEN HILLS NSW 1730<br/>ABN 63 083 076 073</div> | <div>REVISION TABLE:<br/>NO: DATE: DESCRIPTION:<br/>01 13.03.23 ORIGINAL ISSUE</div> | <div>ENGINEER:<br/>ALESSI CONSULTING<br/>1/50 PONSONBY PDE, SEAFORTH NSW 2092<br/>PHONE: (02) 9949 7697 FAX: (02) 9949 2880<br/>orazioa@tpg.com.au<br/>ABN 45 163 749 648</div> | <div>SCALE: NTS @ A2</div>  | <div>DATE: 13.03.23</div>                |                                      |                          |
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A circle with a shaded sector and a shaded segment. The sector is formed by two radii and an arc, and the segment is the region between the arc and a chord. The sector and segment are shaded in gray.



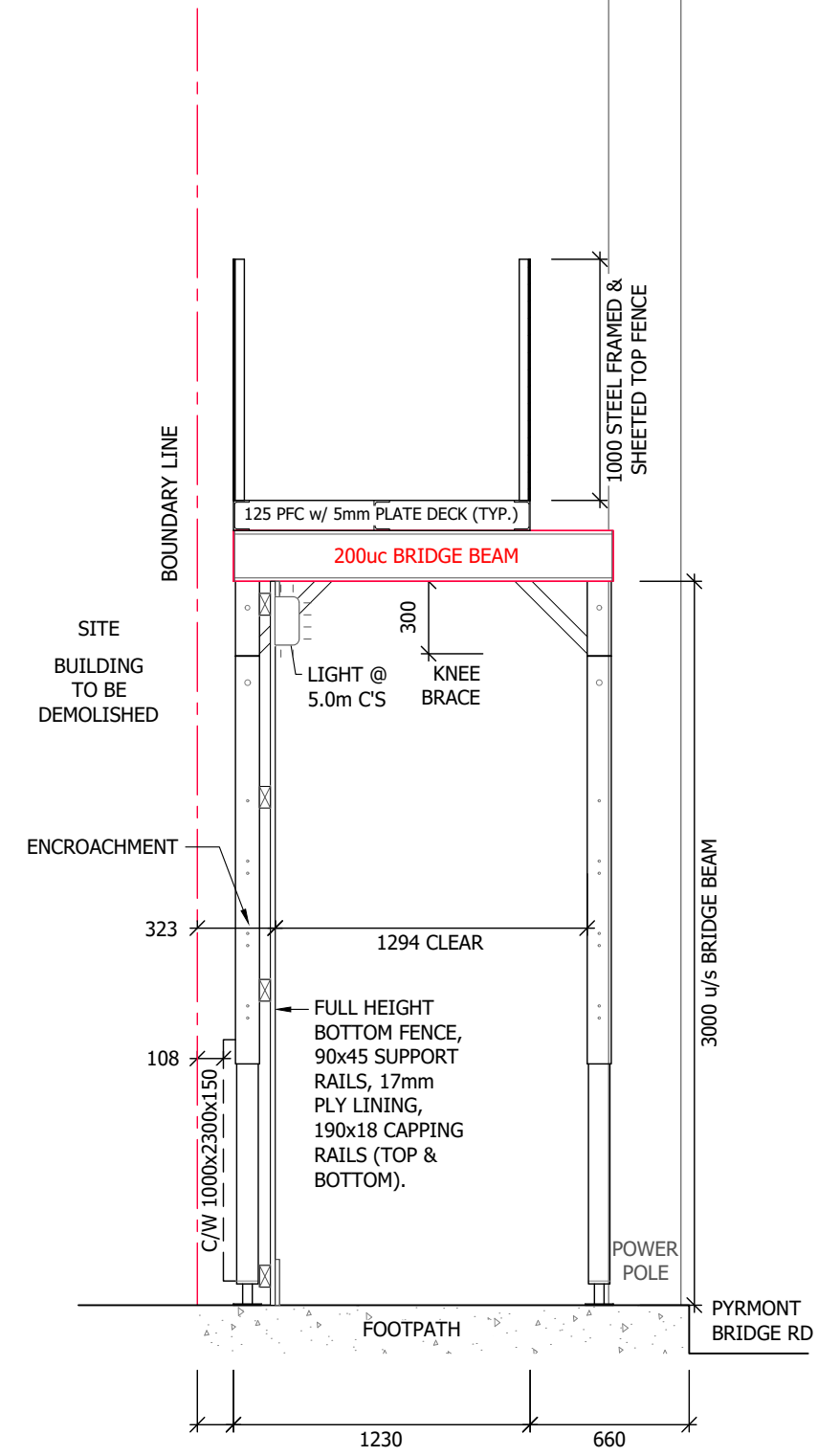
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| DESIGN LOAD NOTES:<br>LIVE LOAD DESIGN RATING: 10 kPa<br>1. *MAX. LIVE LOAD RATING: 4 kPa<br>* 40% max design load rating in accordance with workcover requirements for overhead protective structures<br>2. ALL LOADS TO BE TO BE EVENLY DISTRIBUTED ACROSS THE FULL WIDTH OF THE HOARDING BY A SUITABLY SIZED SPREADER BEAM COMPLIANT WITH AUSTRALIAN STANDARDS. | COLOURS:<br>- STRUCTURE, TOP & BOTTOM FENCE: BLACK<br>- UNDERSIDE OF DECK: WHITE                | PROJECT LOCATION:<br>PYRMONT EAST TUNNELLING PROJECT<br>SYDNEY   | PROPOSED HOARDING FOR:<br>MANN GROUP                                    | DRAWING TITLE:<br>PLAN<br>PYRMONT BRIDGE ROAD FRONTAGE   | ALESSI JOB NO:<br>207000   | HOARDINGS JOB NO:<br>TH13390 | DRAWING NO:<br>100           | ISSUE:<br>01 |
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01  
100

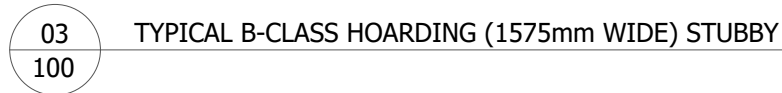
TYPICAL B-CLASS HOARDING (1575mm WIDE)



150  
02 TYPICAL B-CLASS HOARDING (1230mm WIDE)  
100

NOTE:  
TREES ON PYRMONT BRIDGE ROAD  
TO BE REMOVED BEFORE INSTALL.

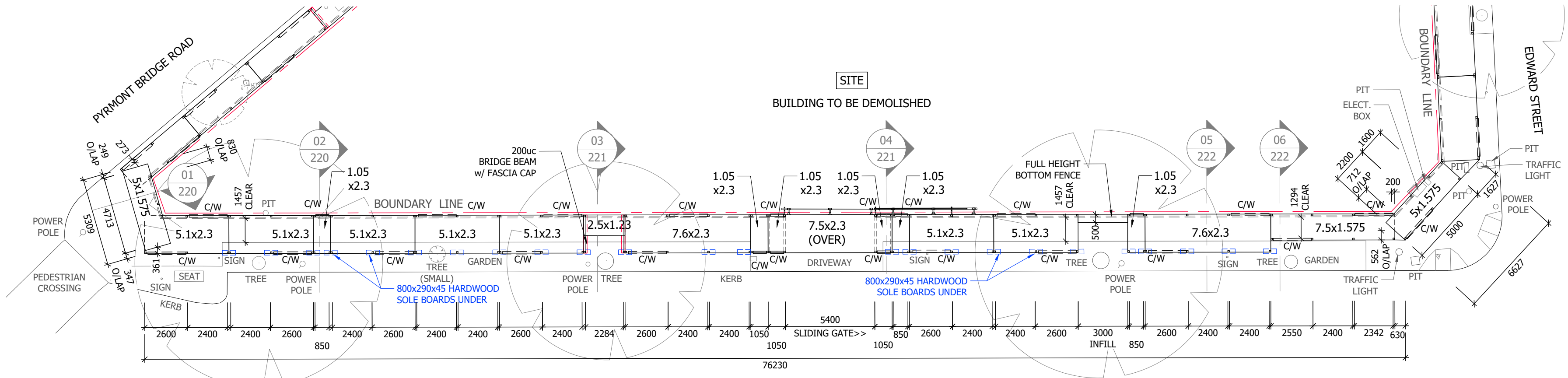
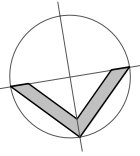
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|   | HOARDING TO BE WATERPROOFED  | HOARDINGS BY:<br><br>TOTAL HOARDINGS P/L<br><br>22 POWERS ROAD, SEVEN HILLS, NSW 2147<br>PHONE: (02) 8811 2900   FAX: (02) 9674 9200<br>www.hoardings.com.au   sales@hoardings.com.au<br><br>Postal: PO BOX 908, SEVEN HILLS NSW 1730<br>ABN 63 083 076 073 | REVISION TABLE:                      |  | ENGINEER:<br><br>ALESSI CONSULTING<br><br>1/50 PONSONBY PDE, SEAFORTH NSW 2092<br>PHONE: (02) 9949 7697   FAX: (02) 9949 2880<br><br>orazioa@tpg.com.au<br>ABN 45 163 749 648 | SCALE:     1:30     @   A3   |                                  |                        |                  |



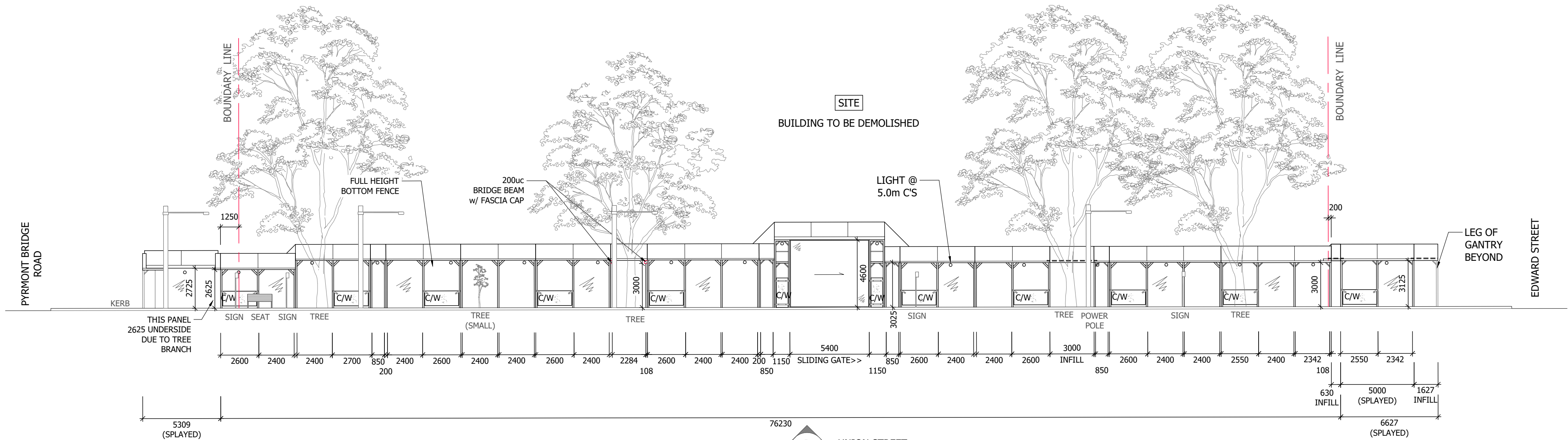
NOTE:  
TREES ON PYRMONT BRIDGE ROAD  
TO BE REMOVED BEFORE INSTALL.

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NORTH



B  
200  
UNION STREET  
PLAN



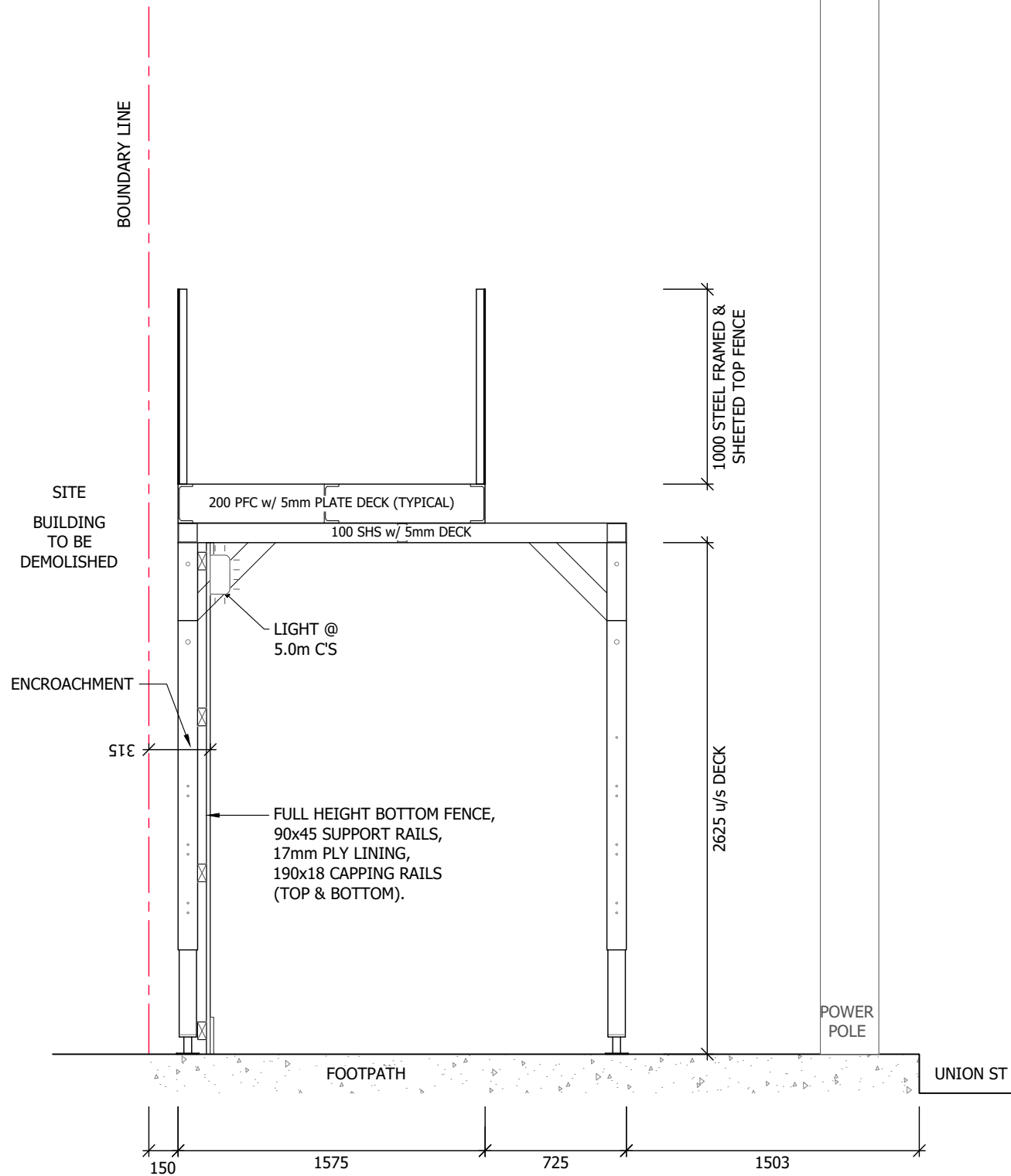
B  
200  
UNION STREET  
ELEVATION

NOTE:  
SITE SIDE TREES TO BE REMOVED  
BEFORE INSTALL.

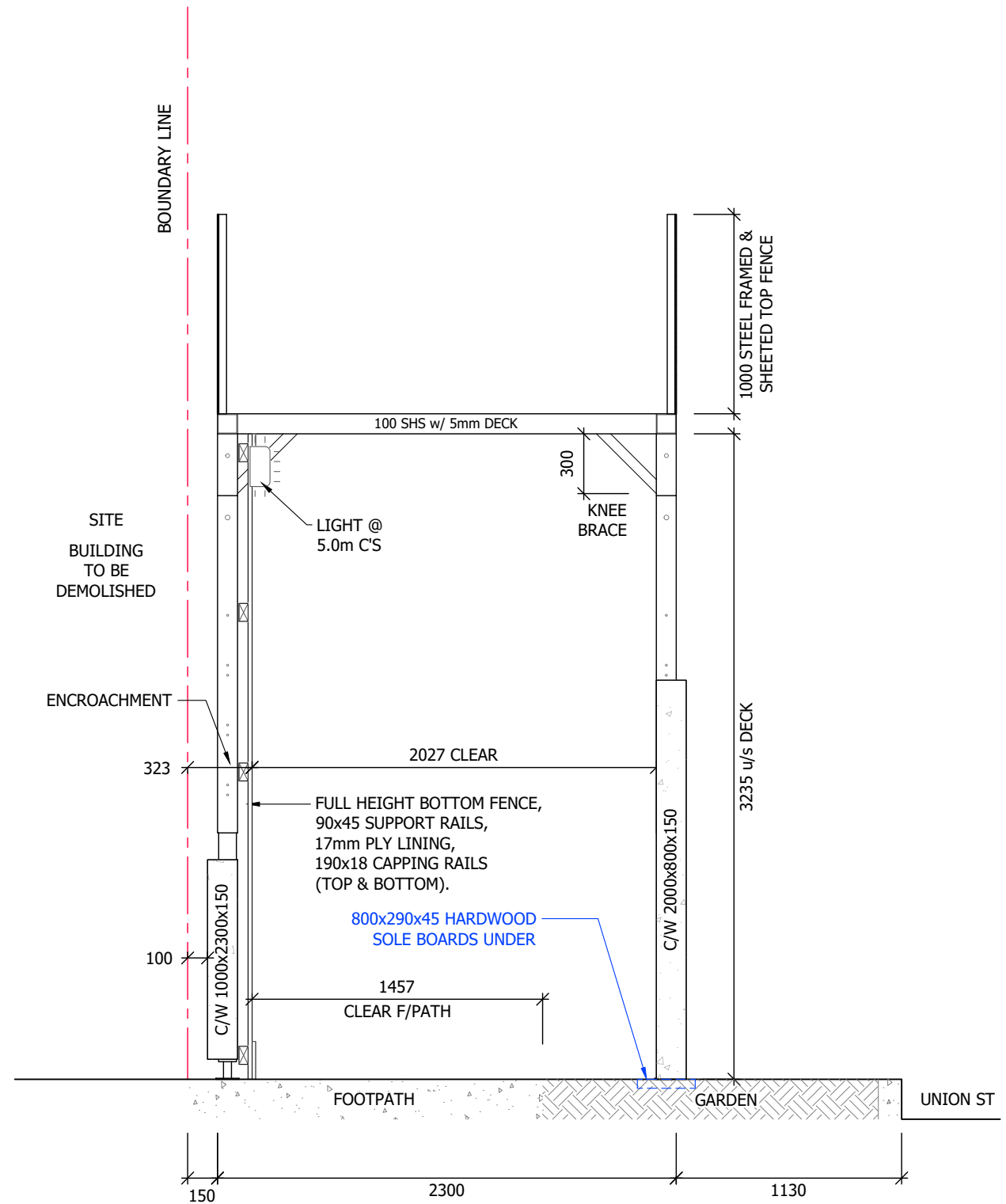
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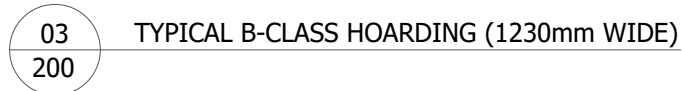
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200  
TYPICAL ATF B-CLASS HOARDING (1800mm WIDE)



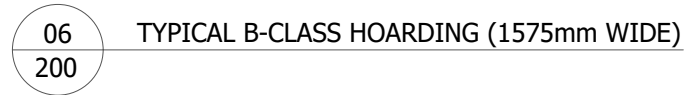
02  
200  
TYPICAL B-CLASS HOARDING (2300mm WIDE) STUBBY

NOTE:  
SITE SIDE TREES TO BE REMOVED  
BEFORE INSTALL.

|   |   |  |   |  |  |                              |                          |              |
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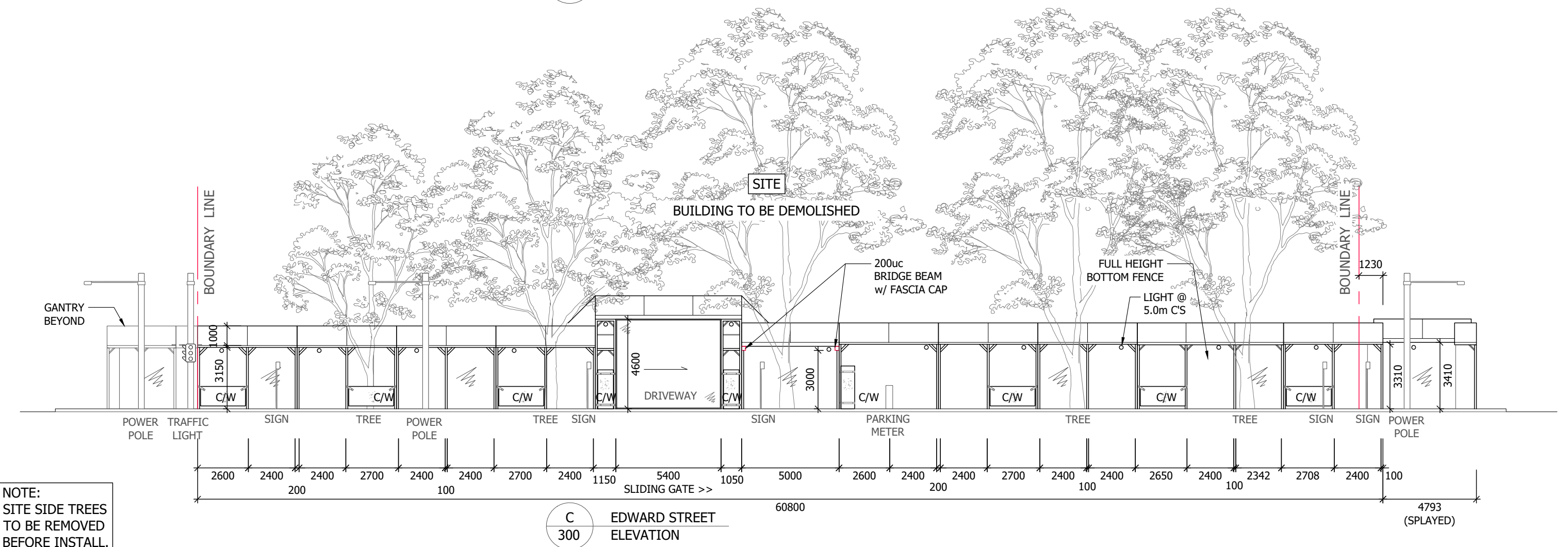
| DESIGN LOAD NOTES:<br><b>LIVE LOAD DESIGN RATING:</b> 10 kPa<br>1. *MAX. LIVE LOAD RATING :   4 kPa<br>* 40% max design load rating in accordance with workcover requirements for overhead protective structures<br>2. ALL LOADS TO BE TO BE EVENLY DISTRIBUTED ACROSS THE FULL WIDTH OF THE HOARDING BY A SUITABLY SIZED SPREADER BEAM COMPLIANT WITH AUSTRALIAN STANDARDS. | <b>COLOURS:</b><br>- STRUCTURE, TOP & BOTTOM FENCE: BLACK<br>- UNDERSIDE OF DECK: WHITE | <b>PROJECT LOCATION:</b><br>PYRMONT EAST TUNNELLING PROJECT SYDNEY   | <b>PROPOSED HOARDING FOR:</b><br>MANN GROUP   | <b>DRAWING TITLE:</b><br>SECTIONS UNION STREET   | <b>ALESSI JOB NO:</b><br><div>207000</div>        | <b>HOARDINGS JOB NO:</b><br><div>TH13390</div> | <b>DRAWING NO:</b><br><div>221</div> | <b>ISSUE:</b><br><div>01</div> |          |                |   |  |  |
|--|---|--|---|--|---|--|--------------------------------------|--------------------------------|----------|----------------|---|--|--|
|  |   | <b>HOARDINGS BY:</b><br><br><div>TOTAL HOARDINGS P/L</div> 22 POWERS ROAD, SEVEN HILLS, NSW 2147<br>PHONE: (02) 8811 2900 FAX: (02) 9674 9200<br><a href="#">www.hoardings.com.au</a> <a href="#">sales@hoardings.com.au</a><br>Postal: PO BOX 908, SEVEN HILLS NSW 1730<br>ABN 63 083 076 073 | <b>REVISION TABLE:</b>  | <b>ENGINEER:</b><br><br><div>ALESSI CONSULTING</div> 1/50 PONSONBY PDE, SEAFORTH NSW 2092<br>PHONE: (02) 9949 7697 FAX: (02) 9949 2880<br><a href="#">orazioa@tpg.com.au</a><br>ABN 45 163 749 648 | <b>SCALE:</b> 1:30   @   A3 <b>DATE:</b> 13.03.23 |  |                                      |                                |          |                |   |  |  |
|  | <b>HOARDING TO BE WATERPROOFED</b>  |  | <table border="1"> <thead> <tr> <th>NO:</th> <th>DATE:</th> <th>DESCRIPTION:</th> </tr> </thead> <tbody> <tr> <td>01</td> <td>13.03.23</td> <td>ORIGINAL ISSUE</td> </tr> </tbody> </table> |  | NO:   | DATE:  | DESCRIPTION:                         | 01                             | 13.03.23 | ORIGINAL ISSUE | <b>VERIFIED DRAFTER:</b><br><br><div>IP</div> |  | <b>VERIFIED ENGINEER:</b><br><br><div>OA</div> |
|  | NO:   |  | DATE:   |  | DESCRIPTION:                                      |  |                                      |                                |          |                |   |  |  |
|  | 01  |  | 13.03.23  |  | ORIGINAL ISSUE                                    |  |                                      |                                |          |                |   |  |  |
|  | <b>TIME ON SITE:</b> WEEKS  |  |   |  |   |  |                                      |                                |          |                |   |  |  |
| <b>PROTECTION / TRIMMING &amp; OR REMOVAL OF TREES, BY OTHERS, DOES NOT FORM PART OF THIS APPLICATION.</b>   |   |  |   |  |   |  |                                      |                                |          |                |   |  |  |
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**NOTE:**  
SITE SIDE TREES TO BE REMOVED  
BEFORE INSTALL.

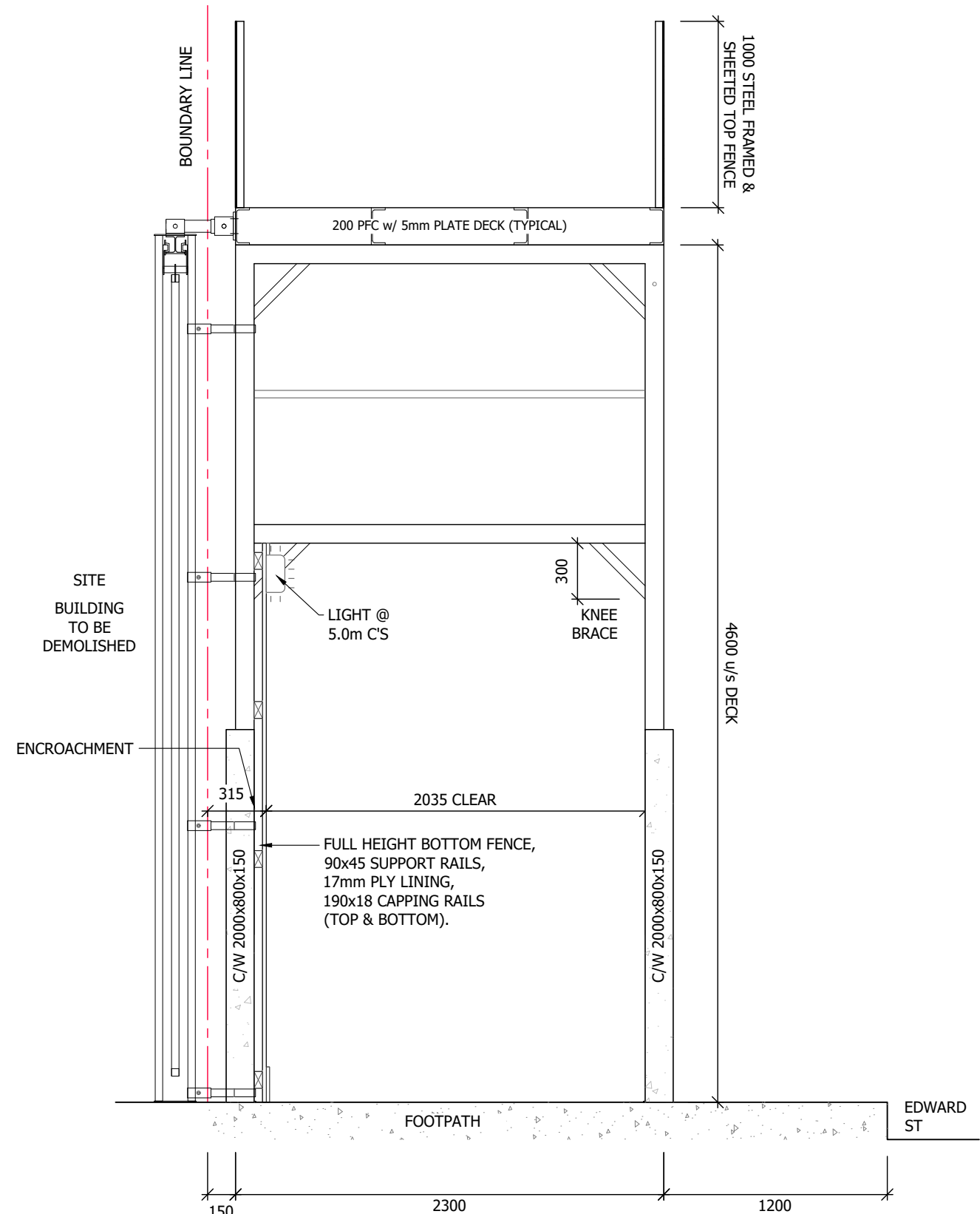
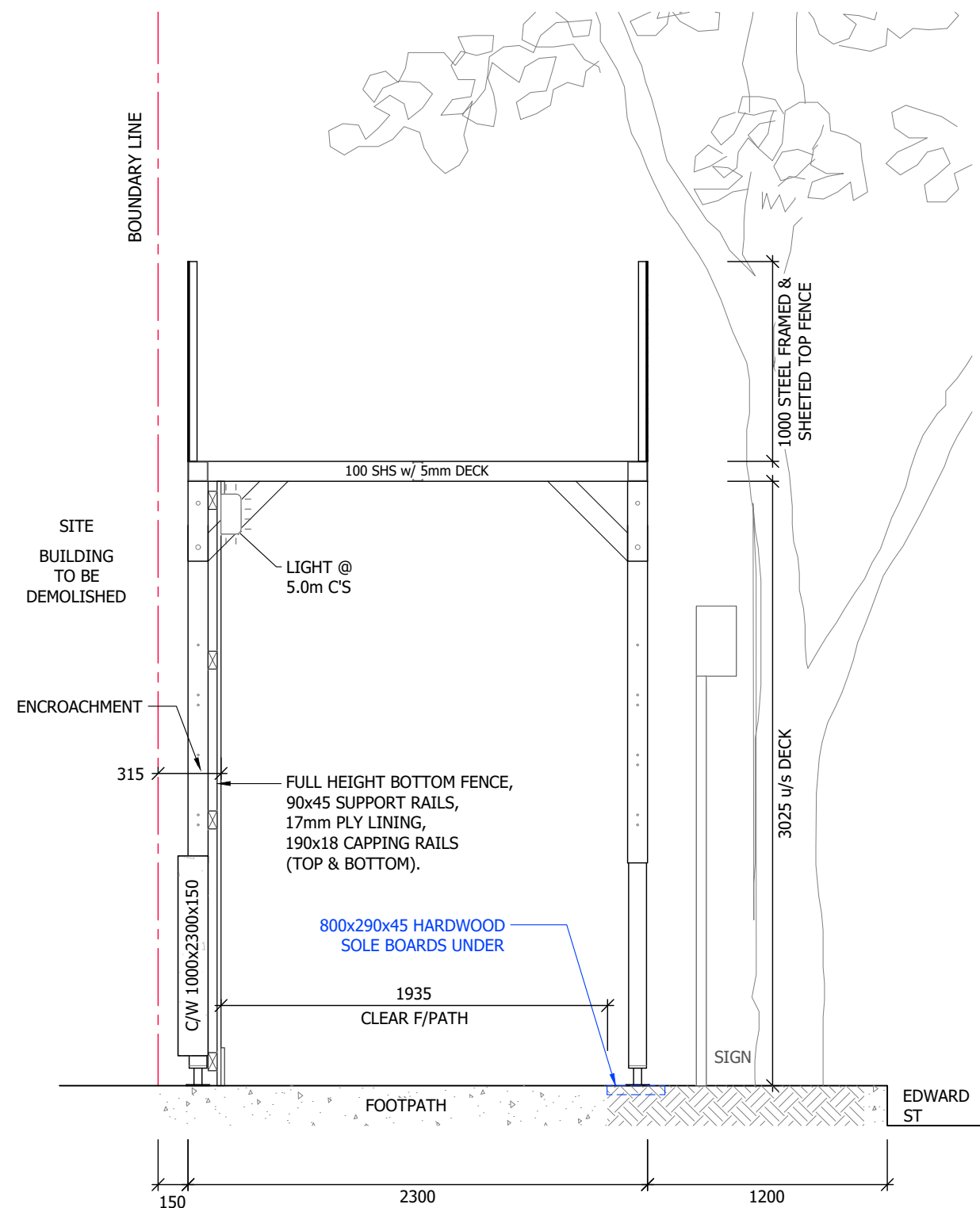
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|--|--|--|--|----------|---|---|---|---------------------------------------|---------------------------------|----------------|--|--|---|--|--|--|
|  | <div>HOARDING TO BE WATERPROOFED</div> <div>TIME ON SITE: WEEKS</div> <div>PROTECTION / TRIMMING &amp; OR REMOVAL OF TREES, BY OTHERS, DOES NOT FORM PART OF THIS APPLICATION.</div> | <div>HOARDINGS BY:</div> <div>TOTAL HOARDINGS P/L</div> <div>22 POWERS ROAD, SEVEN HILLS, NSW 2147</div> <div>PHONE: (02) 8811 2900 FAX: (02) 9674 9200</div> <div>www.hoardings.com.au sales@hoardings.com.au</div> <div>Postal: PO BOX 908, SEVEN HILLS NSW 1730</div> <div>ABN 63 083 076 073</div> | <div>REVISION TABLE:</div> <table><tr><th>NO:</th><th>DATE:</th><th>DESCRIPTION:</th></tr><tr><td>01</td><td>13.03.23</td><td>ORIGINAL ISSUE</td></tr></table> |          | NO:   | DATE:                                       | DESCRIPTION:                                    | 01                                    | 13.03.23                        | ORIGINAL ISSUE | <div>ENGINEER:</div> <div>ALESSI CONSULTING</div> <div>1/50 PONSONBY PDE, SEAFORTH NSW 2092</div> <div>PHONE: (02) 9949 7697 FAX: (02) 9949 2880</div> <div>orazioa@tpg.com.au</div> <div>ABN 45 163 749 648</div> |  | <div>SCALE: 1:30 @ A3</div> <div>DATE: 13.03.23</div> |  |  |  |
|  |  |  | NO:  | DATE:    | DESCRIPTION:  |   |   |                                       |                                 |                |  |  |   |  |  |  |
|  |  |  | 01   | 13.03.23 | ORIGINAL ISSUE  |   |   |                                       |                                 |                |  |  |   |  |  |  |
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NOTE:  
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TO BE REMOVED  
BEFORE INSTALL.

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|--|---|---|---|--|---|---|--|------------------------|------------------|
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|  |   | HOARDINGS BY:<br><br>TOTAL HOARDINGS P/L<br><br>22 POWERS ROAD, SEVEN HILLS, NSW 2147<br>PHONE: (02) 8811 2900   FAX: (02) 9674 9200<br>www.hoardings.com.au   sales@hoardings.com.au<br><br>Postal: PO BOX 908, SEVEN HILLS NSW 1730<br>ABN 63 083 076 073 | REVISION TABLE:<br><br>NO:    DATE:    DESCRIPTION:<br>01    13.03.23    ORIGINAL ISSUE |  | ENGINEER:<br><br>ALESSI CONSULTING<br><br>1/50 PONSONBY PDE, SEAFORTH NSW 2092<br>PHONE: (02) 9949 7697   FAX: (02) 9949 2880<br><br>orazioa@tpg.com.au<br>ABN 45 163 749 648 | SCALE:    1:200    @ A3                      DATE: 13.03.23 |  |                        |                  |
|  | HOARDING TO BE WATERPROOFED   |   |   |  | VERIFIED DRAFTER:<br><br>IP   |   | VERIFIED ENGINEER:<br><br>OA   |                        |                  |
|  | TIME ON SITE:                      WEEKS  |   |   |  |   |   |  |                        |                  |
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|   |  |  |                                      |  |  |  |  |  |  |                                  |                        |                  |
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|   | HOARDING TO BE WATERPROOFED<br><br>TIME ON SITE:                      WEEKS<br><br>PROTECTION / TRIMMING & OR REMOVAL OF<br>TREES, BY OTHERS, DOES NOT FORM PART OF<br>THIS APPLICATION. | TOTAL HOARDINGS P/L<br><br>22 POWERS ROAD, SEVEN HILLS, NSW 2147<br>PHONE: (02) 8811 2900    FAX: (02) 9674 9200<br>www.hoardings.com.au    sales@hoardings.com.au<br><br>Postal: PO BOX 908, SEVEN HILLS NSW 1730<br>ABN 63 083 076 073 | REVISION TABLE:                      |  |  | ENGINEER:  |  |  | SCALE:    1:30    @ A3                      DATE: 13.03.23 |                                  |                        |                  |
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|   |  |  | 01    13.03.23    ORIGINAL ISSUE     |  |  | 1/50 PONSONBY PDE, SEAFORTH NSW 2092<br>PHONE: (02) 9949 7697    FAX: (02) 9949 2880<br><br>orazioa@tpg.com.au<br>ABN 45 163 749 648   |  |  | IP   |                                  | OA                     |                  |
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Appendix F      Truck Awareness Campaign





**LEGEND**

★

DENOTES TRUCK AWARE

BE TRUCK AWARE

Look out, trucks about.

NOTED:

TRUCK AWARENESS PAVEMENT MARKING SHOWN AS INDICATIVELY ONLY AND SUBJECT TO REVIEW AND APPROVAL.

INBOUND HAULAGE ROUTE






OUTBOUND HAULAGE ROUTE

WESTERN SHAFT

EASTERN SHAFT

SITE BOUNDARY

NOT FOR CONSTRUCTION

|             |  |   |  |   |  |   |  |   |  |   |  |   |  |   |  |        |  |
|-------------|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|--------|--|
|             |  |   |  | <div>SCALES</div> <div><div><div>0102030405060m</div><div>SCALE 1:1000 AT A1 SIZE</div></div></div> |  |   |  | <div>CLIENT</div> <div><div></div><div></div></div> |  | <div>The information shown on this drawing is for the purposes of the Sydney Metro Project only. No warranty is given or implied as to its suitability for any other purpose. The Service Providers accept no liability arising from the use of this drawing and the information shown thereon for any purpose other than the Sydney Metro Project.</div> <div>SERVICE PROVIDERS</div> <div><div></div><div></div><div></div></div> <div><div>DRAWN _____ J.FAN</div><div>DESIGNED _____ Y.FONG</div><div>DRG CHECK _____ Y.FONG</div><div>DESIGN CHECK _____ N.BRYANT</div><div>APPROVED _____ S.CONNOR</div></div> |  | <div>SYDNEY METRO WEST - EASTERN TUNNELING PACKAGE</div> <div>PYRMONT STATION</div> <div>SITE LAYOUT</div> <div>OPERATION HAULAGE</div> <div>SIGNING AND PAVEMENT MARKING</div> |  |   |  |        |  |
| REV.        |  | BY                                      |  | DATE  |  | DESCRIPTION   |  | APPD.   |  |   |  | STATUS: WORK IN PROGRESS  |  | SHEET 1 OF 1                                |  | ©      |  |
| A1 Original |  | Co-ordinate System: GDA2020 MGA Zone 56 |  | Height Datum: A.H.D   |  | This sheet may be prepared using colour and may be incomplete if copied |  | NOTE: Do not scale from this drawing.   |  | ALT. DRG No.  |  |   |  | DRG No SMWSTETP-JCG-PYR-SN150-CV-SKE-020020 |  | REV. B |  |
| B           |  | J.F                                     |  | 24/04/23  |  | TRUCK AWARENESS SIGN AMENDED TO SUIT APPENDIX F                         |  | S.C.  |  |   |  |   |  |   |  |        |  |
| A           |  | J.F                                     |  | 03/04/23  |  | ISSUED FOR INFORMATION  |  | S.C.  |  |   |  |   |  |   |  |        |  |



Appendix G      Stakeholders Communication



# REVIEW COMMENTS SHEET

| DOCUMENT NO.                         | TITLE  | VER   | STATUS | NO.   | DATE       | COMPANY | RAISED BY | REVIEW DOC. NO.*                     | DOCUMENT REF*      | DEED REF*                      | COMMENTS / RESPONSE   | COMMENT CATEGORY* | CLOSED OUT |
|--------------------------------------|--|-------|--------|-------|------------|---------|-----------|--------------------------------------|--------------------|--------------------------------|---|-------------------|------------|
| SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Sydney Metro West - ETP - Construction Traffic Management Plan - Pyrmont East - Stage 1 - Demolition | 01.01 | S3     | 01    | 28/02/2023 | SMD     | PBROGAN   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 5.7        | Deed and West Stage 2 Approval | Section 5.7 – What mitigation measures will be put in place to address cyclist – truck interactions at the Darling Drive roundabout where the cycleway is in close proximity to the turning heavy vehicles ?  | Observation       | Y          |
|                                      |  |       |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 5.7        | Deed and West Stage 2 Approval |   | Observation       | Y          |
|                                      |  |       |        | 01.01 | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 5.7        | Deed and West Stage 2 Approval | Section 5.7 has been updated to include additional detail and mitigation measures associated with cyclist interfaces, particularly around the Darling Drive roundabout  | Observation       | Y          |
|                                      |  |       |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 5.7        | Deed and West Stage 2 Approval |   | Observation       | Y          |
|                                      |  |       |        | 02    | 28/02/2023 | SMD     | PBROGAN   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | General            | Deed & West Stage 2 Approval   | Make clear what, if any, works trigger referral via the local traffic committee.  | Observation       | Y          |
|                                      |  |       |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | General            | Deed & West Stage 2 Approval   |   | Observation       | Y          |
|                                      |  |       |        | 02.01 | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | General            | Deed & West Stage 2 Approval   | No works as part of the Stage 1 demolition CTMP are expected to trigger approval with the LTC, section 1.4 updated accordingly.   | Observation       | Y          |
|                                      |  |       |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | General            | Deed & West Stage 2 Approval   |   | Observation       | Y          |
|                                      |  |       |        | 03    | 28/02/2023 | SMD     | PBROGAN   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Sections 2.4 & 6.1 | Deed & West Stage 2 Approval   | Section 2.4 – “Establishment of Class B hoarding around the perimeter of the existing buildings will require occupation of the adjacent roadway, and therefore must be completed outside of standard working hours, as permitted by the Road Occupancy Licence (ROL).” Section 6.1 – “There is no proposed road or lane closure to accommodate the proposed works, which is consistent with the EIS.” Please make clear whether lane or other closures are required for awning removal and/or hoarding erection, or other works covered by this CTMP. | Observation       | Y          |
|                                      |  |       |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Sections 2.4 & 6.1 | Deed & West Stage 2 Approval   |   | Observation       | Y          |
|                                      |  |       |        | 03.01 | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Sections 2.4 & 6.1 | Deed & West Stage 2 Approval   | Section 6.1 has been updated to clarify the short and long term lane occupancy requirements for scope covered by the CTMP.  | Observation       | Y          |
|                                      |  |       |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Sections 2.4 & 6.1 | Deed & West Stage 2 Approval   |   | Observation       | Y          |
|                                      |  |       |        | 04    | 2/03/2023  | SCO     | PKEYES    | .                                    | General            | .                              | For all future Pyrmont CTMPs the construction vehicle movements quantification and impact analysis for both the East and West sites should be included as a single analysis as there will be a cumulative impact of both sites operating in the same area.  | Observation       | Y          |
|                                      |  |       |        |       |            |         |           | .                                    | General            | .                              |   | Observation       | Y          |
|                                      |  |       |        | 04.01 | 5/04/2023  | JCG     | NBRYANT   | .                                    | General            | .                              | Section 5.6 has been updated to include analysis of the combined light and heavy vehicle numbers required for the demolition phase of Pyrmont East & Pyrmont West construction sites  | Observation       | Y          |
|                                      |  |       |        |       |            |         |           | .                                    | General            | .                              |   | Observation       | Y          |
|                                      |  |       |        | 05    | 2/03/2023  | SCO     | PKEYES    | .                                    | General            | .                              | Please note for future assessment that the construction vehicle movements noted in the EIS and RTS are ‘movements’, not trips. That means the a single vehicle entering and then leaving site is two movements. They volumes presented in Clause 5.6 as EIS/RTS overestimate the number of movements forecast by the EIS.   | Observation       | Y          |
|                                      |  |       |        |       |            |         |           | .                                    | General            | .                              |   | Observation       | Y          |
|                                      |  |       |        | 05.01 | 5/04/2023  | JCG     | NBRYANT   | .                                    | General            | .                              | Table 9 has been replaced with Figure 9 & 10 for clarity.   | Observation       | Y          |
|                                      |  |       |        |       |            |         |           | .                                    | General            | .                              |   | Observation       | Y          |

| DOCUMENT NO. | TITLE | VER | STATUS | NO.   | DATE       | COMPANY | RAISED BY | REVIEW DOC. NO.*                     | DOCUMENT REF*             | DEED REF* | COMMENTS / RESPONSE   | COMMENT CATEGORY* | CLOSED OUT |
|--------------|-------|-----|--------|-------|------------|---------|-----------|--------------------------------------|---------------------------|-----------|---|-------------------|------------|
|              |       |     |        | 06    | 2/03/2023  | SCO     | PKEYES    |                                      | General                   |           | Where the adjacent roadway lane is utilised by buses the hoarding columns and other obstructions must be located at least 600mm behind the face of kerb. Consideration can be given to reduce this distance where an analysis is undertaken to determine the proposed offset is safe and unlikely to be impacted by buses, with consideration of road alignment, lane width, lane crossfall and frequency of buses. | Observation       | N          |
|              |       |     |        |       | 24/04/2023 | JCG     | NBRYANT   |                                      | General                   |           | Section 5.2 has been updated to provide detail of the analysis completed to ensure the temporary hoarding structure does not impact busses  | Observation       | N          |
|              |       |     |        | 06.01 | 5/04/2023  | JCG     | NBRYANT   |                                      | General                   |           | Section 6.2 has been updated to include detail of the Class B hoarding offset required along Pymont Bridge Road, which due to the narrowness of the footpath can not comply with the requirement for 600mm from face of kerb.   | Observation       | N          |
|              |       |     |        |       |            |         |           |                                      | General                   |           |   | Observation       | N          |
|              |       |     |        | 07    | 3/03/2023  | RMS     | HYOUSAF   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 5.6 Table 9       | NA        | Recheck/clarify the numbers in table 9. My understanding of EIS2 Chapter 6 figure 6-9 is that blue bar shows in+out movements, for example the number '5' shows 3 in and 2 out movements. Same for all LVs and other stages. Also add the word 'movements' in first column with LV and HV.  | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 5.6 Table 9       | NA        |   | Observation       | Y          |
|              |       |     |        | 07.01 | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 5.6 Table 9       | NA        | Table 9 has been replaced with Figure 9 & 10 for clarity.   | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 5.6 Table 9       | NA        |   | Observation       | Y          |
|              |       |     |        | 08    | 3/03/2023  | RMS     | HYOUSAF   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 6.3 and section 7 | NA        | Clarify about the footpath closure along PBR site frontage. Is this only for hoarding installation? Footpath closure is not allowed for long term here as discussed in the TCG meetings.  | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 6.3 and section 7 | NA        |   | Observation       | Y          |
|              |       |     |        | 08.01 | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 6.3 and section 7 | NA        | The footpath closure required along PBR is short term only (no longer than one shift for each establishment). Section 6.3 and Section 7 have been updated accordingly   | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 6.3 and section 7 | NA        |   | Observation       | Y          |
|              |       |     |        | 09    | 3/03/2023  | RMS     | HYOUSAF   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A                | NA        | Swept path of HRV exiting at Union St creates safety issues for WB traffic, it seems like the traffic controller has to stop WB traffic near the Zebra crossing for the HRV to be in its EB lane completely after exiting. Lanes are narrow here too.   | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A                | NA        |   | Observation       | Y          |
|              |       |     |        | 09.01 | 5/04/2023  | JCG     | HMASANGA  | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A                | NA        | TGS provided in Appendix B has been updated to show TC's managing traffic for the HV's existing Union Street  | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A                | NA        |   | Observation       | Y          |
|              |       |     |        | 10    | 3/03/2023  | RMS     | HYOUSAF   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix B                | NA        | TC to control vehicular traffic as well while HVs exiting at Union St.  | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix B                | NA        |   | Observation       | Y          |
|              |       |     |        | 10.01 | 5/04/2023  | JCG     | HMASANGA  | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix B                | NA        | TGS provided in Appendix B has been updated to show TC's managing traffic for the HV's existing Union Street  | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix B                | NA        |   | Observation       | Y          |

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|              |       |     |        | 13       | 13/03/2023 | TFN     | TNGUYEN   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 3.2            | NA        | Correct/update guideline dot point "RMS Guidelines for Road Audit Practice (2019)" to TfNSW Guidelines for Road Safety Audit Practices (2011)" which is still current and the key NSW supplement to Austroads Guide to Road Safety, Part 6 Road Safety Audit.  | Observation       | Y          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 3.2            | NA        |  | Observation       | Y          |
|              |       |     |        | 13.01    | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 3.2            | NA        | Section 3.2 updated accordingly  | Observation       | Y          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 3.2            | NA        |  | Observation       | Y          |
|              |       |     |        | 13.01.01 | 12/04/2023 | TFN     | LWILBY    |                                      |                        |           | Document has been updated to include reference, comment closed.  | Observation       | Y          |
|              |       |     |        |          |            |         |           |                                      |                        |           |  | Observation       | Y          |
|              |       |     |        | 14       | 13/03/2023 | TFN     | TNGUYEN   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 5.3, 5.7, 6.3. | NA        | There is no reference to promoting safer crossing locations where the proposed 'Look out for trucks' pavement decals would appear, which these are part of TfNSW's Be Truck Aware safety campaign. With the increased number of HV movements along the haulage routes, key CBD intersections around Pyrmont that exhibit significant vulnerable road user activity (peds/cyclists), it would be good to see a figure that proposes a number of locations for these pavement decals to appear. The increased awareness for pedestrians at busy CBD intersections along the haulage routes would provide a visual cue and benefit. | Observation       | N          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 5.3, 5.7, 6.3. | NA        |  | Observation       | N          |
|              |       |     |        | 14.01    | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 5.3, 5.7, 6.3. | NA        | Appendix F has been added, which includes proposed locations for 'Be Truck Aware' decals   | Observation       | N          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 5.3, 5.7, 6.3. | NA        |  | Observation       | N          |
|              |       |     |        | 14.01.01 | 12/04/2023 | TFN     | LWILBY    |                                      |                        |           | Appendix F added to show decal locations. Happy to work with the team to input road safety expertise moving forward - in the meantime can you please also consider additional decals on either side of the marked raised pedestrian crossing on Union Street and also at either side of the signalised pedestrian crossing outside the Pyrmont Bridge Hotel (Pyrmont Bridge Road) due to the increased risk of interactions between heavy vehicles and intoxicated pedestrians. Happy for comment to be closed out once these locations are considered for inclusion. Thank you.   | Observation       | N          |
|              |       |     |        |          | 24/04/2023 | JCG     | NBRYANT   |                                      |                        |           | Appendix F has been updated to detail the additional locations as suggested.   | Observation       | N          |
|              |       |     |        | 15       | 13/03/2023 | TFN     | TNGUYEN   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 8.4            | NA        | Please update/clarify the subheading of Section 8.4 Auditing; not to be confused with other forms of auditing. The content covers Road Safety Auditing hence should be titled accordingly.   | Observation       | Y          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 8.4            | NA        |  | Observation       | Y          |
|              |       |     |        | 15.01    | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 8.4            | NA        | Section 8.4 has been updated accordingly   | Observation       | Y          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Section 8.4            | NA        |  | Observation       | Y          |
|              |       |     |        | 15.01.01 | 12/04/2023 | TFN     | LWILBY    |                                      |                        |           | Section heading has been updated, comment closed.  | Observation       | Y          |
|              |       |     |        |          |            |         |           |                                      |                        |           |  | Observation       | Y          |



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|              |       |     |        | 16       | 13/03/2023 | TFN     | TNGUYEN   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix C                      | NA        | Appendix C, Section 3.2 Road Safety Audit. This report is a non-complying RSA in terms of being conducted from a desktop perspective for the audit type ambiguously termed as "Design (desktop)" in Section 1 summary. According to the background and audit objective, the scope of works does not constitute a design stage audit (concept/detailed design) as the supplied auditable materials pertain to roadwork type activity for the demolition works. As per TfNSW's Guidelines for Road Safety Audit Practices, one of the minimum activities for any design type of audit is to view the site; for Roadwork audit types "assess the project by inspecting the site, both during day and night conditions" (Table 3.1, page 1:14). How can the auditors gain an appreciation of the site, surrounding environment and gauge the potential risks to assist in identifying findings relevant to various road users who may interact with the site and proposed works if they don't perform any type of site or field inspections? | Potential Non-Compliance | Y          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix C                      | NA        |  | Potential Non-Compliance | Y          |
|              |       |     |        | 16.01    | 5/04/2023  | JCG     | HMASANGA  | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix C                      | NA        | The Road Safety Audit in Appendix C has been updated to address the comment  | Potential Non-Compliance | Y          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix C                      | NA        |  | Potential Non-Compliance | Y          |
|              |       |     |        | 16.01.01 | 12/04/2023 | TFN     | LWILBY    |                                      |                                 |           | Audit updated to include site inspection - thank you. Comment closed.  | Potential Non-Compliance | Y          |
|              |       |     |        |          |            |         |           |                                      |                                 |           |  | Potential Non-Compliance | Y          |
|              |       |     |        | 18       | 13/03/2023 | CSC     | TMITCHELL | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.3 Proposed Haulage Routes     | NA        | Should it be a right turn egress from Union Street? Left turn egress is not supported.   | Observation              | Y          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.3 Proposed Haulage Routes     | NA        |  | Observation              | Y          |
|              |       |     |        | 18.01    | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.3 Proposed Haulage Routes     | NA        | Section 5.3 has been updated, correcting the proposed egress movement to a right turn.   | Observation              | Y          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.3 Proposed Haulage Routes     | NA        |  | Observation              | Y          |
|              |       |     |        | 19       | 13/03/2023 | CSC     | TMITCHELL | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.3.2 Departure Route           | NA        | Check comment raised in 5.3 which states that all vehicles turn left onto Union Street when exiting the site   | Observation              | Y          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.3.2 Departure Route           | NA        |  | Observation              | Y          |
|              |       |     |        | 19.01    | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.3.2 Departure Route           | NA        | Section 5.3 has been updated, correcting the proposed egress movement to a right turn.   | Observation              | Y          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.3.2 Departure Route           | NA        |  | Observation              | Y          |
|              |       |     |        | 20       | 13/03/2023 | CSC     | TMITCHELL | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.5 Construction Worker Parking | NA        | Rephrase to "Construction Workers must not park on any on-street parking spaces".  | Observation              | Y          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.5 Construction Worker Parking | NA        |  | Observation              | Y          |
|              |       |     |        | 20.01    | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.5 Construction Worker Parking | NA        | Section 5.5 has been updated to "Construction workers will be instructed not to park in any on-street parking spaces"  | Observation              | Y          |
|              |       |     |        |          |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.5 Construction Worker Parking | NA        |  | Observation              | Y          |

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|              |       |     |        | 21    | 13/03/2023 | CSC     | TMITCHELL | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.7 Pedestrian and Cyclist Management | NA        | Remove from CTMP as tree removal requires separate approval.Two traffic controllers are required, one on each side of the driveway to manage pedestrian and vehicle movements at the driveways.Remove, as traffic controllers will not be timing the length of time they hold pedestrians. Rephrase to - Pedestrian hold will be minimised to avoid delays to pedestrians.Footpath closure is not supported. Remove all reference to footpath closure from the CTMP | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.7 Pedestrian and Cyclist Management | NA        |   | Observation       | Y          |
|              |       |     |        | 21.01 | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.7 Pedestrian and Cyclist Management | NA        | While the approval to remove trees requires a separate approval, the traffic arrangements for the works are detailed within this CTMP.TGS updated to include two traffic controllers at each access/egress point (during operation).Reference to traffic controllers holding pedestrians has been updated as suggested.Reference to the footpath closure has been removed.  | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.7 Pedestrian and Cyclist Management | NA        |   | Observation       | Y          |
|              |       |     |        | 22    | 13/03/2023 | CSC     | TMITCHELL | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 6.3 Impact on Pedestrians             | NA        | How did the consultant conclude that the impact on the footpath closure four months will be minimal. Was there any surveys or reports completed. If so please forward them to the City for review. A footpath closure would diver pedestrians along Edward and Union Streets which is anincrease in walking distance. How would this detour be considered minimal impacts? Remove all reference to footpath closure as it is not supported.                         | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 6.3 Impact on Pedestrians             | NA        |   | Observation       | Y          |
|              |       |     |        | 22.01 | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 6.3 Impact on Pedestrians             | NA        | JCG are no longer proposing a 4 month closure, short term closures of no longer than one shift per establishment, will be required for preparatory works and hoarding installation. Section 6.3 has been updated accordingly.   | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 6.3 Impact on Pedestrians             | NA        |   | Observation       | Y          |
|              |       |     |        | 23    | 13/03/2023 | CSC     | TMITCHELL | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 6.7.4 Construction Worker Parking     | NA        | Refer to comment raised in 5.5Rephrase - "Construction vehicles must not queue onpublic roads".   | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 6.7.4 Construction Worker Parking     | NA        |   | Observation       | Y          |
|              |       |     |        | 23.01 | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 6.7.4 Construction Worker Parking     | NA        | Section 6.7.4 has been updated.   | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 6.7.4 Construction Worker Parking     | NA        |   | Observation       | Y          |
|              |       |     |        | 24    | 13/03/2023 | CSC     | TMITCHELL | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 7 Environmental Control Measures      | NA        | See previous comments raised about footpath closure   | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 7 Environmental Control Measures      | NA        |   | Observation       | Y          |
|              |       |     |        | 24.01 | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 7 Environmental Control Measures      | NA        | Section 7 has been updated, removing any reference to the previously proposed footpath closure  | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 7 Environmental Control Measures      | NA        |   | Observation       | Y          |

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|              |       |     |        | 25    | 13/03/2023 | CSC     | TMITCHELL | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A - Swept Path Analysis 12.5m vehicle                  | NA        | Swept Path Analysis 12.5m vehicleLeft turn from Pymont Bridge Road to Edward Street - Swept path shows that the vehicles would overrun onto the NE corner of the intersection increasing the risk of conflicts with pedestrians.Right turn from Edward Street to site - Swept path is close to parked vehicles. Risks of side swipe crashes with parked vehicles. Swept path shows the trucks overrunning onto the footpath. Swept path must stay within the boundaries of the driveway.Left turn from site onto Pymont Bridge Road - Swept path shows the trucks overrunning onto the footpath. Swept path must stay within the boundaries of the driveway.   | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A - Swept Path Analysis 12.5m vehicle                  | NA        |  | Observation       | Y          |
|              |       |     |        | 25.01 | 5/04/2023  | JCG     | HMASANGA  | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A - Swept Path Analysis 12.5m vehicle                  | NA        | Construction vehicles would not overrun the NE corner of the Pymont Bridge Road and Edward Street intersection. This comment appears to be a typo, and is in fact referencing the NW corner of the intersection. The swept path drawings provided in Appendix A shows the swept path of the left turn movement would not encroach the kerb buildout. The kerblines along the kerb buildout has been added to the drawing for clarity. Swept path drawings have been re-drawn, confirming sufficient clearance to parked vehicles for the right turn from Edward St and updated to contain the swept paths within the boundaries of the proposed driveways.   | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A - Swept Path Analysis 12.5m vehicle                  | NA        |  | Observation       | Y          |
|              |       |     |        | 26    | 13/03/2023 | CSC     | TMITCHELL | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A - Swept Path Analysis 8.8m vehicles                  | NA        | Left turn from Pymont Bridge Road to Edward Street - Swept path shows that the vehicles would overrun onto the NE corner of the intersection increasing the risk of conflicts with pedestrians.Left turn from site to Pymont Bridge Road - Swept path shows the trucks overrunning onto the footpath. Swept path must stay within the boundaries of the driveway.  | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A - Swept Path Analysis 8.8m vehicles                  | NA        |  | Observation       | Y          |
|              |       |     |        | 26.01 | 5/04/2023  | JCG     | HMASANGA  | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A - Swept Path Analysis 8.8m vehicles                  | NA        | Construction vehicles would not overrun the NE corner of the Pymont Bridge Road and Edward Street intersection. This comment appears to be a typo, and is in fact referencing the NW corner of the intersection. The swept path drawings provided in Appendix A shows the swept path of the left turn movement would not encroach the kerb buildout. The kerblines along the kerb buildout has been added to the drawing for clarity.  | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A - Swept Path Analysis 8.8m vehicles                  | NA        |  | Observation       | Y          |
|              |       |     |        | 27    | 13/03/2023 | CSC     | TMITCHELL | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A - Exit from Union Street 8.8m and 12.5m vehicle exit | NA        | Why is the swept path shown on the far left of the driveway. Can the swept path show the vehicle exiting from the middle of the driveway.The alignment of the cycleway here is incorrect (location is just before the intersection with Pymont Bridge Road).Please show the correct alignment. Looks like the kerb line was moved to fit the swept path.   | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A - Exit from Union Street 8.8m and 12.5m vehicle exit | NA        |  | Observation       | Y          |
|              |       |     |        | 27.01 | 5/04/2023  | JCG     | HMASANGA  | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A - Exit from Union Street 8.8m and 12.5m vehicle exit | NA        | The egress vehicle makes the right turn movement from the left hand side of the Union Street driveway because this position can maximise the use of the available manoeuvring space without overrunning the parking lane to the east. The cycleway alignment has been modified in the updated swept path drawing to better match with the existing line marking and raised separator across a laneway. An aerial photo of higher resolution with less shadow has been used in this area for clarity. The swept path assessment indicates the swept path of the design vehicles has sufficient clearance from the raised separator and therefore would not affect the safety of cyclists in the cycleway. | Observation       | Y          |



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|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix A - Exit from Union Street 8.8m and 12.5m vehicle exit | NA        |  | Observation       | Y          |
|              |       |     |        | 28    | 13/03/2023 | CSC     | TMITCHELL | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix B - Traffic Guidance Scheme                            | NA        | Two traffic controllers must be provided at all gates. Remove references to proposed footpath closure.   | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix B - Traffic Guidance Scheme                            | NA        |  | Observation       | Y          |
|              |       |     |        | 28.01 | 5/04/2023  | JCG     | HMASANGA  | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix B - Traffic Guidance Scheme                            | NA        | TGS updated to include two traffic controllers at all gates and remove reference to the footpath closure | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | Appendix B - Traffic Guidance Scheme                            | NA        |  | Observation       | Y          |
|              |       |     |        | 29    | 13/03/2023 | CSC     | TMITCHELL | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.6 Construction Traffic Generation                             | NA        | Daily total for RTS (light vehicles) should be 78 instead of 156   | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.6 Construction Traffic Generation                             | NA        |  | Observation       | Y          |
|              |       |     |        | 29.01 | 5/04/2023  | JCG     | NBRYANT   | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.6 Construction Traffic Generation                             | NA        | Table 9 has been replaced with Figure 9 & 10 for clarity.  | Observation       | Y          |
|              |       |     |        |       |            |         |           | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 | 5.6 Construction Traffic Generation                             | NA        |  | Observation       | Y          |
|              |       |     |        | 30    | 11/04/2023 | SMD     | PBROGAN   |                                      |   |           | No Comments  |                   | Y          |
|              |       |     |        |       |            |         |           |                                      |   |           |  |                   | Y          |

**Minutes**
**Sydney Metro West – Traffic Control Group – Meeting 44**

|                  |                           |                 |                     |                                  |
|------------------|---------------------------|-----------------|---------------------|----------------------------------|
| <b>Date</b>      | Thursday 16 February 2023 |                 | <b>Time</b>         | 3:30pm – 4:00pm                  |
| <b>Venue</b>     | Microsoft Teams meeting   |                 |                     |                                  |
|                  | <b>Name</b>               | <b>Initials</b> | <b>Organisation</b> | <b>Role</b>                      |
| <b>Chair</b>     | Sean Clarke               | SC              | SM                  | Traffic & transport              |
| <b>Attendees</b> | Ankur Arora               | AA              | SM                  | Interface mgt                    |
|                  | Rabih Bekdache            | RB              | TfNSW (CJP)         | Short term bus changes           |
|                  | Philip Brogan             | PAB             | SM                  | Traffic & transport              |
|                  | Nathan Bryant             | NB              | JCGJV               | ETP Contractor                   |
|                  | Darren Crowley            | DCr             | TfNSW (CJP)         | Traffic & transport              |
|                  | Nathan English            | NE              | City of Sydney Cl.  | Traffic & Transport              |
|                  | Joshua Faull              | JF              | City of Sydney Cl.  | Traffic & Transport              |
|                  | Berin Gordon              | BG              | SM                  | Traffic & transport              |
|                  | Michael Holmes            | MH              | SM                  | Road safety                      |
|                  | John Inglese              | JI              | Strathfield Cl.     | Traffic & transport              |
|                  | Glenn Johnson             | GJ              | Port Authority      | Project manager                  |
|                  | Sasi Kumar                | SK              | Parramatta Cl.      | Planning & Design                |
|                  | Doris Lee                 | DL              | TTPP                | ETP Traffic & Transport          |
|                  | Des Leyden                | DL              | Quickway            | Power supply contractor          |
|                  | Jay Limwattana            | JL              | SM                  | ETP Project Engineer             |
|                  | Nicole Li                 | NL              | TfNSW (P&P)         | Project Integration              |
|                  | David Maytom              | DM              | JCGJV               | ETP Contractor                   |
|                  | Tony L Nguyen             | TLN             | TfNSW               | Road Safety                      |
|                  | Frankie Passarelli        | FP              | TfNSW (CJP)         | Short term bus changes           |
|                  | Giovanny Ramirez          | GR              | TfNSW (CJP)         | Traffic & transport              |
|                  | Ajresh Sharma             | AS              | Inner West Cl.      | Traffic & transport              |
|                  | Todd Solomon              | TS              | SM                  | ETP Demolition Manager           |
|                  | Ari Stypel                | ASt             | SM                  | ETP Environment Manager          |
|                  | Anthony Swann             | AS              | AFJV                | CTP contractor                   |
|                  | Mohamed Tita              | MT              | TfNSW (P&P)         | Traffic & transport              |
|                  | Nelson Wallis             | NW              | SM                  | ETP Comms Manager                |
|                  | Amy Walgers               | AW              | TfNSW (CJP)         | Traffic & transport              |
|                  | Jenny Williams            | JW              | SM                  | Communications                   |
|                  | Maryam Yadak              | MY              | TfNSW               | Operational Improvement Planning |
|                  | Hassan Yousaf             | HY              | TfNSW (P&P)         | Transport planning               |
|                  | Bilal Zreika              | BZ              | TfNSW               | Interface Mgt Light Rail         |

| Item |  | Overview / Action by | Actions   |
|------|--|----------------------|---|
| 1.   | <b>Welcome and Introductions</b>                                       | Sean Clarke          | <ul style="list-style-type: none"> <li>Acknowledgment of Country.</li> <li>SC welcomed all to the meeting and asked for new attendees to introduce themselves. <ul style="list-style-type: none"> <li>Amy Walgers – CJP</li> <li>Sasi Kumar – Parramatta Council</li> <li>Joshua Faull – City of Sydney</li> <li>Ajmesh Sharma – Inner West Council</li> <li>John Inglese – Strathfield Council</li> <li><i>Note: Nathan English – City of Sydney arrived after the introductions</i></li> </ul> </li> <li>The Minutes of TCG Meeting 44 (2 February 2023) were accepted as an accurate record of the meeting and were adopted by the TCG Group. With the following noted <ul style="list-style-type: none"> <li>Email received from Lisa McGill dated 9/2/2023 stating: <ul style="list-style-type: none"> <li>De Mestre Place proposed to be used for 4 months and limited to up to 10 movements per day with no deliveries during AM/PM period (7am-9am and 4pm-6pm)</li> <li>The busiest times for pedestrians in this area would be from 7am-7pm so any movements would need to be outside of these times. Also there would need to be agreement with the LR contracts team about whether this will be acceptable.</li> </ul> </li> <li>This email was forwarded to Nathan Bryant to review and address in the CTMP</li> <li>BZ noted he is interfacing with FV regarding accesses into George St and De Mestre Place and Hunter St West site</li> </ul> </li> </ul> |
| 2.   | <b>Actions Arising</b>   | Sean Clarke          | <ol style="list-style-type: none"> <li>ETP – The Bays CPAS study extent<br/> <b>Action (15/12/2022):</b> NB to discuss with PK the extent of the parking survey required for the CPAS for The Bays, following a review of the on site parking provision and worker parking demand.<br/> <b>Update (12/01/2023):</b> NB advised the CPAS has concentrated on the Pyrmont and Hunter St sites. Will advise an update for The Bays CPAS at the next meeting<br/> <b>Update (2/2/2023):</b> NB advised the PK has been on leave and will discuss when returned.<br/> <b>Update (16/2/2023):</b> NB advised discussions have been undertaken with PK on the extent of the survey and to be incorporated into the CPAS<br/> <b>STATUS: CLOSED</b></li> <li>Hunter St west – Site egress De Mestre Place:<br/> <b>Action (2/2/2023):</b> NB to review options of management of construction vehicles on George Street<br/> <b>Update (16/2/2023):</b> NB advised the proposed approach is outline in the CTMP which has been submitted for review<br/> <b>STATUS: CLOSED</b></li> </ol>  |
| 3.   | <b>Western Tunnelling Package (WTP) Works Overview</b><br>- Nil report | Brendan McNally      | Nil report.   |



| Item |   | Overview / Action by | Actions  |
|------|---|----------------------|--|
| 4.   | <b>Central Tunnelling Package (CTP) Works Overview</b> <ul style="list-style-type: none"> <li>- Five Dock: Update CTMP (Rev 7)</li> <li>- Proposed truck marshalling area in Sydney Olympic Park</li> </ul> | Anthony Swann        | <p>AS spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> <li>• Five Dock: Update CTMP (Rev 7) <ul style="list-style-type: none"> <li>- Incorporates the closure of the western footpath on Great North Road during truck haulage activities to maintain pedestrian safety</li> <li>- Proposed to commence March 2023 until end of 2023</li> <li>- The closure previously occurred on temporary basis with no safety issues raised</li> <li>- CTMP has been submitted for review</li> </ul> </li> <li>• Proposed truck marshalling area in Sydney Olympic Park <ul style="list-style-type: none"> <li>- Truck marching area currently in discussion with SOP to use P5 parking area located of Hill Road</li> <li>- To be used for truck marshalling and break times for drivers</li> <li>- Utilise the service road to access the car park via Hill Road (regional road)</li> </ul> </li> </ul> <p>Questions from the Attendees</p> <ul style="list-style-type: none"> <li>• Nil</li> </ul> <p><b>Actions:</b></p> <ul style="list-style-type: none"> <li>• Nil</li> </ul> |

|    |  |               |  |
|----|--|---------------|--|
| 5. | <b>Eastern Tunnelling Package (ETP) Works Overview</b> <ul style="list-style-type: none"> <li>- Traffic Plans Status Update</li> <li>- Pyrmont East Stage 1 CTMP - Demolition</li> </ul> | Nathan Bryant | <p>NB spoke to the tabled slides noting as follows:</p> <ul style="list-style-type: none"> <li>• Traffic Plans Status Update <ul style="list-style-type: none"> <li>- Refer to slide pack</li> <li>- OCTMP, CPAS and Pyrmont West Demolition CTMP are scheduled for resubmission this week</li> <li>- Pyrmont East Demolition CTMP scheduled for submission next week</li> </ul> </li> <li>• Pyrmont East Stage 1 CTMP – Demolition <ul style="list-style-type: none"> <li>- CTMP schedule for submission Monday 20/2/2023</li> <li>- Early site access planned for 28/4/2023</li> <li>- Sept Path have been reviewed using 12.5m HRV and will require the removal of 3 parking spaces on Union St to accommodate the vehicle egress</li> <li>- Haulage route in line with the planning documents</li> <li>- Traffic volume aligns with the planning approval</li> <li>- Trees along Pyrmont Bridge Road – to avoid removal, establish class a hoarding close between Edward and Union St for 3 months of the demolition phase</li> <li>- Pyrmont Bridge Road northern footpath between Edward St and Union St closure proposed for 3 months</li> <li>- The diversion will be via Edward and Union St (total distance 145m compared to the original 100m)</li> <li>- Class A hoarding mounted to a jersey kerb along the property boundary, June to August 2023</li> <li>- A RSA has been completed and noted one finding – the left turn into Edward St from Pyrmont Bridge Road requires heavy vehicles to straddle the two lanes. It was noted that the “Do Not Overtake Turning Vehicle” signage will be installed on all large vehicles longer than 7.5m.</li> </ul> </li> </ul> <p>Questions from the Attendees</p> <ul style="list-style-type: none"> <li>• GR queried why left into the Pyrmont East site (off Edward St) and out of the site is not proposed. NB advised that the proposed access aligns with the EIS approved routes and has been discussed with the council and agreed that the right turn in from Edward is preferred. GR noted acceptance if discussed with the council.</li> <li>• TS queried whether A class hoarding would be better on kerb side to form part of the closure. Thereby able to leave the A class these post the 3 months and then not have to move it again. Noting however trees would make it difficult.</li> <li>• SC queried whether the proposed footpath closure would need to go through Local Traffic Committee. JF advised that if it was agreed, it would not need to go through LTC but would need engineering consideration and sign off. JF noted that an alternate option has been proposed which includes the removal of the trees on Pyrmont Bridge Road and use of the</li> </ul> |
|----|--|---------------|--|

| Item |  | Overview / Action by | Actions   |
|------|--|----------------------|---|
|      |  |                      | <p>central median to shift traffic and maintain pedestrian footpath access.</p> <p><b>Actions:</b></p> <ul style="list-style-type: none"> <li>• Pyrmont Bridge Road Footpath path closure alternate option to use central median to shift traffic, remove trees to maintain pedestrian access on the northern footpath. SC to follow up with Phillip Kelly status of option.</li> </ul> |
| 6.   | <b>Bays and Rozelle Power Supply Works</b><br>- Nil report | Des Leyden           | <p>DS provided an email dated 13/2/2023 noting: <i>No works have been undertaken on site since TCG Meeting 43 (2/2/2023). There has been a 1 week delay in the remaining works due to inclement weather</i></p> <p><b>Actions:</b></p> <ul style="list-style-type: none"> <li>• Nil</li> </ul>  |
| 7.   | <b>Brownfield Works</b><br>- Nil report                    | Ivan Panich          | Nil report.   |
| 8.   | <b>Eastern Creek Pre-cast Facility</b><br>- Nil report     | Luke Tobin           | Nil report.   |
| 9.   | <b>Other Matters:</b>                                      | All                  | Nil other matters raised.   |
| 10.  | <b>Next Meeting</b>  |                      | <ul style="list-style-type: none"> <li>• The next TTLG meeting is scheduled for 23 February 2023 at 3:30 pm.</li> <li>• The next TCG meeting is scheduled for 2 March 2023 at 3:30 pm.</li> </ul>   |





## General Correspondence

**Reference No:** SMWSTETP-SMD-GEN-000073  
**Project Title:** Sydney Metro West Project Delivery  
**Contract No:** ETP - 00013/13102 - Eastern Tunnel Package  
**Sub Contract:** -  
**Orig Ref No:**  
**DLM:**

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**Date:** 28 April 2023, 02:01 PM **Response required by:**  
**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** **RE: Sydney Metro West - ETP - Construction Traffic Management Plan - Pyrmont East - Stage 1 - Demolition - Rev 02 - Approval from Customer Journey Planning (CJP)**

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This mail item is received via EMAIL from Nicole Johnson on 28-04-23 01:58:33 PM +10:00 and processed by Nicole Johnson of Sydney Metro on 2023-04-28 2:00:05 PM +10:00.

**From:** [REDACTED]  
**Sent:** Friday, 28 April 2023 01:58:33 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Sydney Metro West - ETP - Construction Traffic Management Plan - Pyrmont East - Stage 1 - Demolition - Rev 02 - Approval from Customer Journey Planning (CJP)

Hi Hedio,

References:

- (1) Contractor's Transmittal no SMWSTETP-JCG-TX-000471 – 24 April 2023.

Please see below the approval from Customer Journey Planning.

Will issue the formal acceptance via transmittal.

Kind Regards,

Nicole Johnson

Document Control


Eastern Tunnel Package (ETP)  
Sydney Metro West

E [REDACTED] | M 0475 924 200

[sydneymetro.info](http://sydneymetro.info)  
Level 43, 680 George Street, Sydney NSW 2000  
PO Box K659, Haymarket NSW 1240



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 I acknowledge the traditional owners of the land on which I work and pay my respects to their Elders, past and present.

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**From:** [REDACTED]  
**Sent:** Thursday, 27 April 2023 3:24 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** FW: Sydney Metro West - ETP - Construction Traffic Management Plan - Pyrmont East - Stage 1 - Demolition - Rev 02 - Issued for Comment Close-Out & Approval

Hi Sean,

Transport for NSW, Customer Journey Planning, Project & Service Changes hereby approve the following Construction Traffic and Transport Management Plan:

|                  |  |
|------------------|--|
| Project:         | Sydney Metro West – Eastern Tunnelling Package |
| Title:           | Pyrmont East – Stage 1 – Demolition            |
| Document Number: | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060           |
| Revision:        | 02   |

This approval is subject to the following requirements being met:

- Apply to and obtain approval from TMC for ROLs for any required lane closures and/or Speed Zone Authorisations as part of the ROL;
- All temporary lane closures to be implemented in accordance with Transport for NSW Traffic Control at Worksites Technical Manual Issue No.6;
- Conduct a Road Safety Audit post implementation of the road closure and address any issues identified in the Road Safety Audit and Risk Assessment
- Regularly monitor the implemented traffic arrangements, traffic queues and road conditions along the adjacent road network, to identify any operational/safety issues and rectify in consultation with stakeholders, including CJP and TMC as required;
- Approval of this CTTMP does not constitute approval of the Traffic Guidance Schemes therein.
- Ensure close liaison with CJP post implementation of the road closures to allow for a coordinated management of traffic impacts; and
- Ensure the requirements of the Communication Strategy in the TMP, in consultation with CJP, are fulfilled prior to the implementation of the TMP.
- addressing any issues raised by Council, STA, Taxi Council, residents/businesses or Emergency Services in the CTMP approval process;
- addressing the requirements arising as an outcome of the Local Traffic Committee meeting.

**Pete Keyes**

Operations Manager | Project & Service Changes

Customer Journey Planning | Greater Sydney

**Transport for NSW**



Transport  
for NSW

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**From:** Hedio Masanga via InEight Document <system@teambinder.com>

**Sent:** Monday, 24 April 2023 5:49 PM

**To:** [Redacted]



**Subject:** Sydney Metro West - ETP - Construction Traffic Management Plan - Pyrmont East - Stage 1 - Demolition - Rev 02  
- Issued for Review

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## Document Transmittal

|                        |  |
|------------------------|--|
| <b>Transmittal No:</b> | SMWSTETP-JCG-TX-000471                     |
| <b>Contract No:</b>    | ETP - 00013/13102 - Eastern Tunnel Package |
| <b>Sub Contract:</b>   | ETP  |
| <b>Date:</b>           | 24 April 2023, 05:48 PM                    |

|               |  |
|---------------|--|
| <b>Issued</b> | <b>Name</b>                                |
| By            | Hedie Masanga (John Holland CPB Ghella JV) |

|               |   |
|---------------|---|
| <b>Issued</b> | <b>Name</b>   |
| To            | Sean Clarke (Sydney Metro) ; Peter Brown (Sydney Metro) ; Ari Stypel (Sydney Metro) ; Shome Sikdar (Sydney Metro) ; Philip Brogan (Sydney Metro)  |
| Cc            | Tom Murray (Sydney Metro) ; Demi Tascas (Sydney Metro) ; Nicole Johnson (Sydney Metro) ; Transmittal SMD OpenAccess (Sydney Metro) ; Emre Denk (Sydney Metro) ; Ash Jarvis (Sydney Metro) ; Nathan Bryant (John Holland CPB Ghella JV) ; Hedie Masanga (John Holland CPB Ghella JV) |

|   |  |
|---|--|
| <b>Reason for Issue</b>   | Issued for Review  |
| <b>Subject</b>  | <b>Sydney Metro West - ETP - Construction Traffic Management Plan - Pyrmont East - Stage 1 - Demolition - Rev 02 - Issued for Review</b> |
| <p>Dear Sydney Metro,</p> <p>Please find attached the ETP – Pyrmont East Stage 1 – Demolition Construction Traffic Management Plan – Rev 02.</p> <p>This document is submitted for closeout of comments and approval in accordance with the CTMF.</p> <p>Regards,</p> <p>Hedie Masanga<br/>Document Controller<br/>Sydney Metro West – Eastern Tunnelling Package<br/>John Holland CPB Ghella Joint Venture</p> <p>Sent on behalf of<br/>Nathan Bryant<br/>Construction Integration Manager</p> |  |

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| Item | Document No  | Title  | Rev   | Sts | Type | Design Lots | Alt Doc No                           |
|------|--|--|-------|-----|------|-------------|--------------------------------------|
| 1    | <a href="#">SMWSTETP-JCG-PYR-SN150-TF-PLN-002060</a> | Sydney Metro West - ETP - Construction Traffic Management Plan - Pyrmont East - Stage 1 - Demolition | 02.01 | S3  | PLN  |             | SMWSTETP-JCG-PYR-SN150-TF-PLN-002060 |

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